

**City of Norton
PLANNING COMMISSION**

Tuesday, March 26, 2019

The Planning Commission of the City of Norton, Ohio, convened for a public meeting in Council Chambers at the Safety Administration Building. Chairman Dowling called the meeting to order at 6:05 p.m.

I. ATTENDANCE:

PRESENT: Ralph Dowling, John Conklin, James Lada, and Marion Peterson

EXCUSED: Ruth Stimac

ALSO PRESENT: Bill Braman-Zoning Inspector; Shannon Szittai- Administrative Assistant

II. PUBLIC APPLICATIONS No new applications

III. OLD BUSINESS: NONE

IV. NEW BUSINESS:

**SPR5-2019 PC Application SPR5-2019
PC Application SPR5-2019
Site Plan Review
First Chair Properties – Owner
David W. Smith, Architect, LLC- Agent
2661 Barber Road
Norton, Ohio 44203
PPN # – 46-08248**

[Preliminary Site Plan Review- Storage Facility.]

Mr. Dowling explained he believed they were deciding if this was a preliminary or final that the City Engineer, he believed, referred to as a preliminary site plan for property located at 2661 Barber Road.

Mr. Dowling invited the architect or agent to come forward and tell us about the application.

Mr. Dave Smith, the architect representing the company looking to move into this site. The site plan drawings are a result of the development of the owner and the design team. We have proposed a new building on the site as you see and adding some

parking as a reflection of the owner's employee count. I am sure you all recognize the existing building as the Red Pepper; it is going to be converted into their main offices. It is entirely on the ground floor and is all offices. The project required a variance they received last week from the Board of Zoning and Appeals for a front yard setback off of Summit Road. I believe in the engineer's setback comments he wrote on the front yard encroachment, which is hopefully a mute point at this time.

Mr. Dowling stated the requirement is 50 feet and you have 37 feet. Did you ask for something less than that?

Mr. Smith responded no, that 37 is what we asked for; 50 feet is required, but we were a little pinched.

Mr. Dowling stated that by looking at this another comment that they had was on the number of parking spaces. Are you going to have full time people working there and then have trucks or some type of vehicles located and stored there? He was not sure if those people would be considered employees at that facility, but I think it is like thirty-one employees total which is equivalent to 34 spaces.

Mr. Smith responded the zoning code reads 1.1 spaces per employee and that parking that you see as new surface is a reflection of the employees that will be in the main building. Mr. O'neil is more acquainted with the operations of ARL and maybe he can speak as to how the remaining site is going to be used for any trucks or anything like that.

Mr. Dowling stated he was looking at the drawings and like right now there is probably 75% asphalt grindings. Are you planning on filling in the rest of that area as he couldn't tell from this?

Mr. O'Neil replied yes and that he could answer some questions as to how they plan on using it. Basically, what this company does is they do line striping, cones and barrels for the state of Ohio, West Virginia, Pennsylvania and surrounding areas. They have striping trucks, portable signs, barrels and cones. The warehouse itself is to clean, load and unload trucks and vehicles as they come and go. As far as filling in the back of it, yeah, the idea is they need as much parking as possible to stage and store. Right now they are occupying the old 84 Lumber property in Copley and driving by there would give you a good idea of what equipment and what they are storing out there. In the future, they would like to add some of those canopies along with what's there as they like to be underneath and protected as Ohio is pretty particular as to how they store barrels due to what it does to stickers and things. They have seen a benefit of it and in the future they want to add more of that so it is all going to be parking for the most part.

Mr. Dowling asked if there would be more than 34 employees with all the trucks and such?

Mr. O'Neil stated yes, in the actual office building there will be around 12 to 14 employees in there. We will build a few more offices for future expansion and a few more people down the road. As for the actual field guys that come in and park their cars to get in the field trucks and take the equipment and everything out, there are about 100 of them. It's all kind of done on a rotation manner to make it work. Quite a few of them carpool, but some come from far away. The facility being run over in Richfield, there is probably at the most about 45 cars in total at the most. As a car comes in, a truck leaves so it is kind of exchanging.

Mr. Dowling asked if they had seen the engineer's comments. We resolved the fifty foot setback and the one that kind of threw him off was the riparian setback and putting in a driveway. If that was going to be an entrance, he did not know what they do there.

Mr. O'Neil stated the plan was to be able to access Summit Road whether it stays as is or gets shut down and we get to use it. Whether that drive is cut right there or I move it down 20 feet, makes no difference to me. We have actually designed it so trucks flow through there and everybody has a nice, easy path so guys are not stepping on each other's toes. Moving it down won't affect what they do as they will have a nice turnout and it would still be easy for them to do. He was looking to gain as many square feet as they can. We had even spoken briefly about giving up a little in the corners so you could change the street light there. I would rather weight that out now than later.

Mr. Dowling stated they were planning to put down more asphalt grindings to level it out though?

Mr. O'Neil agreed and they would use whatever was available there to level it out and where the warehouse was going to go, in particular, needed some leveling out.

Mr. Dowling asked if that was going to be grindings again.

Mr. O'Neil responded that would be blacktop. Perrin Asphalt would be coming in and they would be doing blacktop, curbs, any step we have, and all the striping. We are planning on stuccoing the entire front of the building itself and if there is money left over, we will stucco the side, but we are submitting as painting to match. There will be new windows throughout so each office will get a window; it will be done right. The owners are excited about the property.

Mr. Dowling said that normally we would see elevations and stuff like that; were you planning on doing that down the road.

Mr. Smith responded whatever it takes to get this moving forward.

Mr. Lada asked what they could tell us about the new building and construction.

Mr. Smith stated it was going to be pre-engineered building with metal siding and roofing. He wasn't remembering the color at the moment.

Mr. O'Neil stated the building is basically a medium gray with a slate gray trim.

Mr. Dowling stated that some of these were difficult as when you go look at a site plan, it's geared around a development and not buildings. The colors are not as important to him as understanding what they are going to do here. Will you end up having like four doors on each side?

Mr. O'Neil answered yes.

Mr. Conklin asked how they would store their paint.

Mr. O'Neil stated the paint is stored outside in plastic, caged containers. It is all water based also and doesn't believe it has any flammable ratings to it at all, but almost everything is stored outside. If you drove by the site in Copley right now, you can see them sitting out beneath the canopies.

Mr. Dowling asked about a six foot fence.

Mr. O'Neil responded they were looking at a six foot chain link fence with medium barb wire to slow them down.

Mr. Lada asked if the facility would be occupied all day long or just during working periods.

Mr. O'Neil stated the offices would be occupied all day long and there will be a certain number of people who will always be doing something at the warehouse facility during regular working hours, for the most part, but not 24/7. They can only do so much stuff after dark as it is.

Mr. Lada stated he did not know if there was any striping that took place in the wee hours of the morning.

Mr. O'Neil stated that more than anything you would see the day before they would have a truck, let's say one of the striping trucks in the building. They would get it loaded up and geared up to make sure everything was functioning properly and it could sometimes go out at 2 or 3 AM depending on how long they would have to be on the road.

Mr. Lada stated that was good for a security standpoint as somebody could be there at any hour of the day.

Mr. O'Neil agreed and when you look at the lighting plan he has, it is not set up to be super bright or for super security; he believed it will be lit well enough that you could not be seen walking around without being noticed. He would estimate someone would be there 18 hours a day, minimum.

Mr. Dowling asked about the water and sewer availability.

Mr. O'Neil stated yes, the new building would be all new service as the other building is too far away. It actually has plenty of power at the old building, but it is too far to run over.

Mr. Dowling explained that before we got started tonight we were discussing whether this was a preliminary site plan or a final site plan. Since we had some engineering comments, I didn't know what you had to look at here. You may have to shift your entrance and there a couple remarks about impervious surfaces also and things like that. We did not know what your time line was like here and we were looking at doing it like a preliminary so that maybe you would need to change some things and come back for a final.

Mr. O'Neil responded as fast as he could get it.

Mr. Braman asked what more information, minus meeting the engineer's requirements that have to be met regardless, what more on top of what you have in front of you do you need? Can we treat it as a final based on approval from the engineer?

Mr. Dowling stated he didn't think anyone had any other questions or comments that would be catastrophic, but we don't seem to have any resistance in any areas. It is a good fit and the property has been there for 50 or 60 years as baseball fields and nothing else.

Mr. Smith asked about the road and what would be required on the moving it down and putting the curb cut where they are showing it, as that is really ideal, as a variance in a riparian setback

Mr. Braman stated that would be a City engineer answer there more than anything else. I don't know. You are not supposed to be able to give variances on riparian setbacks, but he believed the City engineer had more tools in the toolbox than we have available to us.

Mr. Smith asked if he would be the one where we would inquire on that?

Mr. Braman responded yes and he would have to sign off on that anyhow. I think he can issue a variance on his own.

Mr. Smith asked if that would be without a hearing?

Mr. Braman stated based on whether it is a riparian issue, what you are doing somewhere else to accommodate for it. If he remembered that correctly, but he does not believe our BZA allows variances on riparian setbacks. The only one able to do that is the engineer.

Mr. Smith stated so if I am exchanging some hard surface for a permeable surface in another area?

Mr. Braman responded yeah, but don't quote me exactly to that because I am like the low guy on the totem pole.

Mr. O'Neil stated so there are ways we can compensate, if we need to.

Mr. Braman answered he was confident that he would have to sign off on it, regardless.

Mr. Dowling stated even if you say moved the fence back further, you are still going to want to pave out to the road anyways. So I don't understand the point of it; I understand what the issue is, but I don't know how you are going to resolve it unless you move it. I think you are playing with a paper interpretation.

Mr. Matt Weber, of Weber Engineering, stated the irony of it is that there is an entire road within a riparian setback as it stands right now. So it is an area that puts some dialogue between the city engineer and myself so we can find a resolve. He was just obviously making a point to state, that per the code, this is what is required. So we will work through this. I don't have any issue with any other of the comments and I have worked with GPD and Josh in the past.

Mr. Dowling asked if anyone else had any other comments or questions.

Mr. Braman responded no, but he would appreciate it if he could accommodate that request.

Mr. Conklin asked if there was any chance that they were going to try and put a round-about at that spot?

Mr. Braman stated he did not believe so. He thought the cost and so much property would be needed from their corner and others as well to make it work. He believed that Josh and other engineers had looked at it and if we were able to get or trade a little area at the corner, there was enough room to make an adequate turn lane for a semi. That is the big concern with it right now and we think we can make it work. We've had some talks; it's just that everything has to be in a row there to make it work. We've had talks, but we need to have another talk with another owner that it would impact there and he is in favor of it. Everyone is in favor of it; as you know the City wheels of justice goes in reverse a lot.

Mr. Dowling asked if there was a motion.

Mr. Conklin stated he would make a motion to approve SPR5-2019 as a final site plan subject to approval of the comments from the engineer and Mr. Lada seconded the motion.

Mr. Ralph Dowling asked for a roll call to approve Application SPR5-2019. ROLL CALL: Mr. Conklin-Yes; Mr. Lada-Yes; Mr. Peterson -Yes; Mr. Dowling _Yes Motion 4-0...Approved

Mr. Dowling stated they would pass this onto Council.

Mr. Smith asked if Council would rule on the Commission's recommendation.

Mr. Dowling responded they would.

Mr. Smith inquired as to when.

Mr. Dowling stated it may be soon.

Mr. Gainer stated it could be before Council on Monday, but there would be no vote as it was work session. The next regular Council meeting is the following Monday. He did not know if there would be any specials scheduled.

Mr. Smith asked if they should be present then.

Ms. Whipkey advised them to not expect anything to happen in the way of decisions until they had all the documentation that had been discussed as being needed tonight. The actual Council meeting date is a week from this coming Monday and there would be no real need for them to attend the work session.

Mr. Gainer suggested checking with Mr. Robert Fowler and see what his plans are.

Ms. Whipkey advised them to have their ducks line up as we just saw one go the full six weeks.

Mr. Weber stated it would be a matter of communicating to Josh. Respectfully he cannot turn it around in a week and we needed to give him time so his guess it would be a couple weeks.

IV. CONSIDERATION OF MINUTES:

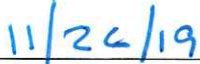
There were no minutes to approve.

V. ADJOURNMENT:

The Board discussed what new applications could be coming and that the C-1 needed further discussions. With no further business before the commission, Chairman Dowling announced the next scheduled meeting will be next Tuesday, which is April 09, 2019. The meeting adjourned at 6:33 PM.



Planning Commission Chair/
Vice-Chair



Date



Planning Commission Vice-Chair/
Member

Meeting adjourned at 6:33pm

*** ORIGINAL SIGNED DOCUMENTS ON FILE WITH THE CLERK OF COUNCIL ***