

STOW PLANNING COMMISSION

Minutes of the Stow Planning Commission meeting held on Tuesday, June 27, 2017, at 6:00 p.m.

MEMBERS PRESENT: Mrs. Harrison, Mr. Ross

MEMBERS ABSENT: Mr. Brauer, Mr. Kohlmeier, Mr. Sprungle.

ALSO PRESENT: Director of Planning Rob Kurtz
Planning Commission Secretary Pamela Daerr

PRESS REPRESENTATIVE: None

Mr. Kurtz: With two members we can review the project, ask questions and have discussion and then recess the Planning Commission Meeting until we can get a quorum and then vote on your application.

I would not ask the applicant to come back for the reconvened meeting if Planning Commission is amenable to that. Maybe you could be available via phone. That is the best I can offer tonight.

Mrs. Harrison called the meeting of the Planning Commission to order at 6: 19 p.m. and asked the audience to stand and say the Pledge of Allegiance. Roll call was taken.

BUSINESS ITEMS (DISCUSSION):

P.C. 2017-010 – 4571 INVESTMENTS LLC: SITE PLAN FOR CAR WASH; 4571 KENT ROAD

Mr. Trent Walter and Mr. Eric Bilton of 4571 Investments, LLC were present to represent this item and were sworn in by the Planning Commission secretary.

Mr. Kurtz: This is a request by Mr. Trent Walter of 4571 Investments, LLC, applicant, for the Planning Commission's approval of a conditional zoning certificate and site plan for the construction of a car wash facility at 4573 Kent Road. The 4-acre site is located west of Eddy's Deli on the site of a former McDonald's restaurant. The property is zoned C-4 General Business and car washes are conditionally permitted in this district.

The site currently shares an access drive with Eddy's Deli and the applicant is proposing to utilize this existing drive and a portion of the parking lot of the former restaurant. The proposed building footprint for the car wash will be located near the former building site. The applicant will maintain the existing circulation drive that provides access to Fishcreek Road for this property as well as the Eddy's Deli site.

The proposed car wash will utilize the existing curb cut onto Kent Road and the circulation drives on the property although it will be resurfaced with asphalt. Since the parking demands for a car wash are lower than for a restaurant, a portion of the former parking lot will be removed

and landscaped. After development, the impervious surface on the site will be reduced by approximately 10%.

The proposed car wash facility will be 5,500 square feet in area and the exterior will be constructed in various patterns of split face block.

The applicant is requesting a variance from C.O.S. Section 1145.12 to allow the car wash to operate when outdoor the temperature is below 32 degrees.

This is a section of the code that has never been enforced since I've been here. I think the intent of that was so that wet cars were not coming onto the pavement. However, as I understand it, the busiest time for any car wash is when it's under 32 degrees. It is something that should be addressed. I would suggest something needs to be addressed from a Zoning Code point of view. In 2007-2008 we missed that particular section because it was not removed. It seems impractical and again, it has never been enforced.

They are diligent, when they applied for this approval, one of the first things they asked about was that section in the Code which was almost a surprise since we haven't seen it that often.

The applicant has provided some documentation for your review in terms of how they are going to mitigate any potential negative impact from their washed cars potentially icing up the street.

I would recommend that variance be a relief from that particular section of the Code.

The circulation drive I was referring to that goes around is here [pointing to the screen]. This is the existing circulation drive [pointing to the screen] and this portion is on their site [pointing to the screen] and this portion [pointing to the screen] is on their site. It will have access to Fishcreek Road for users of the carwash who know how to get there.

This is the area of the site [pointing to the screen] that was formerly a parking lot that will be turned into landscaping.

The circulation for their vehicles will be through here [pointing to the screen] and then enter the building here [pointing to the screen] and exit the building in this fashion [pointing to the screen]. Existing parking will be created there [pointing to the screen] as well as there [pointing to the screen]. This area [pointing to the screen] will be untouched. It is storm water management.

An elevation rendering of the site that has been submitted have various patterns of split-face block.

This [pointing to the screen] is currently asphalt and will be landscaped with trees along the side they will be planting. These [pointing to the screen] are existing landscaping that is currently on the site.

Mr. Ross: It would be great if someone from the project would take us through the process, not the internal part. The thing I see on a lot of the car washes that I go by; I don't frequent them that often, but it seems like on the output end there is as much need for stack up space, quite often, as there is on the input side. It looks like the input side here has plenty of backup space. How do you address the other side of the coin?

Mr. Walter: One of the documents you should have in your packet talks about average throughput. Basically what we did was we put together a yearly average car count and broke that down to the hour, even down to the minute.

As you will see, our daily average car count is about 189 cars over a 12-hour period. It is going to average around 16 cars or roughly 1 car or less every 4 minutes. At busier peak times we will be running a car every minute.

From the exit into the car wash to exiting out onto Kent Road there is approximately enough room for about 3-4 vehicles there, depending on varying lengths. We also have access to Fishcreek Road. So you have to keep in mind that not everybody's going to go that direction.

One of the features we have at this car wash is free vacuums. You will see on the west side of the building [pointing to the screen] there is about 14-15 spots where they can pull in and vacuum their car for free. Some of your overload will go to that area as well.

If you look at the traffic light cycle at Fishcreek Road and Kent Road, it's right around 180 seconds. So if we have 2-3 cars trying to come out, if it is a right turn, there shouldn't be an issue there; but with the traffic stopping it should allow for the small volume of traffic we have. Not to mention, when McDonald's was there they were probably running ten times the volume of vehicles we are proposing with this car wash.

Mr. Ross: McDonald's did pose some interesting problems, I think, right on Route 59. That would be the source of concern that I have relative to people getting in and out of this facility. Is there anything they are looking to do to deal with no left-hand turns going east and no left hand turns going west, when they are coming into the facility?

Mr. Kurtz: No. It is a four-lane road and I don't believe there is a turn lane there.

Mrs. Harrison: There is not.

Mr. Ross: That has historically been a problem.

Mr. Kurtz: It has, again, comparing their daily average car count compared to McDonald's, which is also in your package too. The weekday traffic for fast food per thousand square feet was 496 trips. Multiply that times 4 (4,000 square foot McDonald's), we are talking 1,984 trips that McDonald's would have per day.

What the car wash is showing is an average daily car count of 489.

Mr. Walter: Again, it is about a ten-time multiplier.

Mr. Ross: It's not so much the car count, it's the fact of how it's been handled. Oddly, I've seen numerous accidents there when McDonald's was there. People coming west on Route 59 and trying to turn across two lanes to get in because there were cars stacked up and it became a nightmare. It would be great if we could do something from the City's point of view to alleviate that problem regardless of the number of cars that go in and out of there.

Mr. Kurtz: I know that years ago Engineering looked at this and I'm sure studies were done in the past, particularly with McDonald's. A left-turn lane was not...

Mrs. Harrison: There are two lanes going the other way and usually if there is a left turn and you see somebody turning left there, it's not back far enough because the light's there. I drive that way everyday coming to and from work and I see people that are turning left into the animal hospital and usually cars will leave room because they see that the light is turning and they will stop to let the cars turn in and then they will pull up. I think it will not be as much as what McDonald's was.

I do think a lot of people are going to use the entrance off of Fishcreek Road. I see that a lot with the animal hospital.

Mr. Ross: That is a pretty low-volume access at the north end. It's not even actually a two-lane road is it? It is basically a fire lane as I understand it.

Mr. Kurtz: It is a narrow two lanes. Again, you would have to know it. It is 22 feet.

Mrs. Harrison: I don't think people drive it as two lanes now because it needs to be paved.

Mr. Kurtz: There used to be a McDonald's sign right here [pointing to the screen].

Mr. Ross: And it got knocked over several times.

Mr. Kurtz: Right, it was too close. A little directional sign is all you need. Route 59 is four lanes and there may be times when you are trying to make a left into the car wash there will be stacking, there is no doubt it is possible. Apparently it doesn't occur enough to warrant a left-turn lane even with McDonald's there. Otherwise it would have been a requirement I'm sure.

Mr. Ross: Are they going to post signage for exiting onto Route 59 "right turn only?"

Mr. Kurtz: I would have to consult with City Engineering on that. It's possible, there are some sites that are signed that way.

Mrs. Harrison: It depends on the time of day. There are certain times of the day when it's not very busy. I turn left onto Kent Road coming down one of the side streets every day. I might have to wait a minute but it's never...

Mr. Ross: I have friends that live across the street that have a major problem getting in and out of their street which is right across the way on Dayton. So it is a problem quite honestly and it is nothing the car wash created. I'm just saying is there a way of solving a problem that has been there the last 30 years.

A question I have is you're showing a grease inceptor near Route 59, is there a possibility of relocating that just because of the clean out issues that go with those sorts of things.

Mr. Walter: There is, we are actually in the process. We have located where they have decommissioned the sewer. By the end of day tomorrow, we should know exactly where that is and we will update that grease trap. I would actually like to have it closer to the facility.

Mr. Ross: You'll have big problems if it's not.

Mr. Walter: Correct, so we typically like to locate it closer. We were under a pretty tight timeline to get our civil drawings in. We will work with the Civil Engineer to relocate that. It will be closer to the exit end of the facility.

Mr. Ross: It looks awfully tight from the output side to me especially if you have travel coming out of the adjacent deli, people trying to get in and get out. You got how many lanes going through the car wash currently, two?

Mr. Walter: There are two lanes. The third lane is there for any future expansion or if there are new developments in technology, it is easier to put something in there. We're actually not going to facilitate anything with that. That will just be a curb. That starting out will not have anything in it. So it is going to be two lanes of paying traffic.

You are going to be right around that 16-20 cars per hour. We have two other facilities we have developed, one in Mansfield, Ohio and one in Marion, Ohio. The Marion, Ohio facility is 35 feet from the exit end of the car wash to the road. We've run 60 car test hours there when we were doing free car washing and we had no issues with exiting out onto a five-lane road. It's literally half the distance of what we have here.

It is hard to conceptualize this but over 50 percent of the people that use the wash are going to go around to the free vacuums. Then of the other 50 percent how many are going to want to exit out to Fishcreek Road.

Let's say 30 percent of the relative volume coming out the tunnel exit are going straight out. How many will take a right turn? And How many may take a left turn is going to be dependent on the timing of the traffic lights.

Mr. Kurtz: In terms of distance it looks like it is about 80 feet from here [pointing to the screen].

Mr. Ross: That is 4 cars from the right of way. Plus, you have traffic trying to go around and everything else. That's just awfully tight.

Mr. Kurtz: How long does it take for a vehicle to go through the car wash?

Mr. Walter: It takes approximately three minutes.

Mr. Kurtz: So if a car is here [pointing to the screen] there has to be some lag time before the next car is going to be ready to exit.

Mrs. Harrison: Or if you had to back four cars up.

Mr. Walter: We also have on the exit end of our conveyor an anti-collision device so if a vehicle is pulling out and there is another vehicle there it shuts the conveyor down and will not let the conveyor progress until that anti-collision device has been cleared. We have a primary anti-collision device and a secondary device.

Mr. Ross: Fifteen spaces for vacuums?

Mr. Walter: Correct. They are free vacuums. They are on while the business is open. So a customer can pull up and basically pull a vacuum out and vacuum their vehicle. It is a very

value-added service to our customers; they appreciate that. There are trash receptacles there. They can do some light detailing and then progress on.

Mrs. Harrison: The parking spots on the other side [inaudible.]

Mr. Walter: There is, we're actually not going to change any of the existing parking on the other side. They didn't draw the spaces all out but we will leave that in there as existing.

Mrs. Harrison: It seems like those get a lot of use now. I always wonder who is parking there.

Mr. Walter: The veterinary clinic is parking a lot of people there.

Mrs. Harrison: They don't have much parking there.

Do people typically vacuum their car before they get it washed or after?

Mr. Walter: It is a mix. You'll have some that do vacuuming first and some second. The way I look at this site it's set up more advantageous to vacuum after because of the way you pull in and go around; unless they are coming in off of Fishcreek Road which we don't estimate that to be a huge volume. It will probably be somewhere between 20-30 percent of the volume. If you look at the traffic surveys off of Kent Road and what the volume is there versus Fishcreek Road, that is how we came up with our numbers.

Mr. Ross: Since we have no quorum today, it's unfortunate and our apologies that happened, subject to your approval we will recess until a later date. Is that acceptable?

Mr. Walter: Yes that is and we would like to have somebody in attendance.

Mr. Ross moved and Mrs. Harrison seconded the motion to recess the meeting until Thursday, July 6, 2017 at 12:00 p.m.

NEXT MEETING: Scheduled for July 6, 2017, at 12:00 p.m.

With no further business to discuss, Mrs. Harrison moved and Mr. Ross seconded the motion to adjourn the meeting. The meeting was adjourned at 6:43p.m.

Sindi Harrison
Acting Planning Commission Chairman

Pamela H. Daerr, CPS
Planning Commission Secretary