

STOW PLANNING COMMISSION

Minutes of the Stow Planning Commission meeting held on Tuesday, July 6, 2017, at 12:00 p.m.

MEMBERS PRESENT: Mrs. Harrison, Mr. Kohlmeier, Mr. Sprungle, Mr. Ross

MEMBERS ABSENT: Mr. Brauer

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

PRESS REPRESENTATIVE: None

Mr. Sprungle: The recess of the June 25, 2017, meeting has expired at 12:01 p.m. All rise for the Pledge of Allegiance. Roll call was taken.

BUSINESS ITEMS:

P.C. 2017-010 – 4571 INVESTMENTS LLC: SITE PLAN FOR CAR WASH; 4573 KENT ROAD

Mr. Trent Walter was present to represent this time and was 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. 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 the outdoor temperature is below 32 degrees.

This is a section of the Code that has not been enforced, to my knowledge. It must have been put into effect to avoid having water freezing on the rights of way. The applicant has provided information to indicated how they are addressing this potential issue in that most of the water will stay on the site prior to it leaving the building itself. Staff would support relief from that requirement.

As an aside we should look closely at that the next time we do our Zoning Code and update that. The Building Department, Engineering Department and Fire Prevention have reviewed these plans. They have made some comments, nothing significant.

The Fire Department wanted to make sure the surrounding access drives were maintained. This current access drive [pointing to the screen] and this current access drive [pointing to the screen] that lead out to Fishcreek Road. The applicant has no intention of removing those.

The Engineering Department had no site plan recommendations or changes it was more technical storm water management issues that can be handled at the site drawing review.

Mr. Sprungle: If I understand, this is a conditional use and we have to approve a conditional use and also then the maybe outdated, or not enforced, 32-degree temperature.

Mr. Kurtz: Right, it complies otherwise. It complies with Zoning and it is reusing an existing commercial site that has been vacant for maybe 4 years. So we would support that.

Mr. Ross: Are those access roads secondary roads to be marked as fire lanes?

Mr. Kurtz: The Fire Marshal didn't make that recommendation. I don't know that they are currently marked in that fashion. That was not a comment that he made, he just said they need to be maintained as fire access lanes. He states, "The fire lane should be kept free from obstructions and its surface maintained."

Mr. Ross: So no.

Mr. Kurtz: It's not convenient for parking so it seems unlikely that it would be obstructed.

Mr. Kohlmeier: Is the back lot buildable.

Mr. Kurtz: Part of this [pointing to the screen] is a retention area so I don't know that it is.

Mr. Kohlmeier: Seems like there is a big space back there. It is kind of land locked.

Mr. Kurtz: It is not showing up as a detention basin here [pointing to the screen]. It is my recollection that it is lower.

Mr. Kohlmeier: Is the icing of the roads, to your knowledge, a problem at any other car wash facilities in the City. I can see where it would build up if it was freezing. Do they normally salt in front of the car wash?

Mr. Walter: We distributed information that talked about some prevention mechanisms that we use whether that's the chemistry we apply to the vehicle, the dryers, trench drains and floor heating. It's just as critical for us not to have icing on our lot. So it is even more critical,

obviously, for you as well. We do salt for deicing purposes but we have all these other prevention mechanisms in place.

Mr. Sprungle: So you are saying all the water is basically contained in your building first of all and then you're building is heated to prevent it from freezing.

Mr. Walter: Correct. You want your customer to have a clean, dry, shiny car. You don't want it coming out sopping with water. Customers aren't very happy about that. So the first process is the drying agent, putting that on makes the water bead up and roll off the car through the dryers. Then we actually have what's called an auto towel that's on the top two wash packages that comes in physically shapes the car and pulls the extra water off while it's buffing the finish. Then we have trench drains at the exit end of the tunnel to collect any more run off.

Mr. Sprungle: Before we go to the trench drains, you say that is on the top two.

Mr. Walter: Correct.

Mr. Sprungle: So people could choose to drive out of there with a wet car.

Mr. Walter: They could. We get probably 90 percent of the water off of the vehicle through the drying agent and the dryers. Auto towel comes in and is getting any little, we call them microbeads; so any tiny beads of water that are left, literally smaller than the tip of a pen off of the windshield and sides.

Mr. Sprungle: Even if they choose nothing you're going to get most of the water off of the car.

Mr. Walter: Yes, we get 90 percent plus.

Mr. Sprungle: I'm glad to see an existing site that was vacated being used. That is always nice to see in the City.

Mr. Ross: You are making plans to relocate the grease inceptor?

Mr. Walter: We are; I actually spoke with our Civil Engineer and he is in the process of doing that and will have those prints submitted to the architect by noon tomorrow. Then by Tuesday morning of next week we will submit our full set of prints to the Building Department. I met with the ladies over there earlier today and got the application filled out. They calculated what our permit costs are and we should have our full set [microphone problem-inaudible] conditional zoning permission here today.

Mr. Ross: So it is located directly adjacent to the building.

Mr. Walter: It is, it's going to be right off the exit to the east slightly, approximately right in that area [pointing to the screen].

Mr. Kohlmeier: I'm assuming the City Engineer's okay with the water and everything else.

Mr. Kurtz: Again the only comments they had, had to do with the existing storm water management system. Just televising the existing storm sewer to make sure there weren't any problems.

Mr. Walter: We have conducted that. We already ran cameras through it and we have that video that will also be submitted to the Engineering Department as well.

Mr. Kohlmeier: You're actually reducing the hard surface on the lot right.

Mr. Walter: We are. I think we are 51,000 from 57,000 square feet of impervious.

Mr. Ross: Mr. Kurtz, has there been any additional discussion about traffic signage for the left-hand turns?

Mr. Kurtz: The Engineer did not indicate any need for that although I think there is an existing sign left over from McDonald's if I am not mistaken that says no left turn.

Mr. Ross: When McDonald's was there, there were a lot of accidents.

Mr. Kurtz: The Engineer provided information to me; and I'm not disputing the accidents, I don't have any information on that, just the relative volume of McDonald's compared to this is significantly different. About 2,000 cars a day would be average trips to McDonald's.

Mr. Kohlmeier: You're saying they're reducing the car count significantly.

Mr. Kurtz: Compared to a McDonald's certainly. That was the information I got from the Engineer.

Mr. Kohlmeier: Is there a left-hand turn at Eddy's. Isn't that connected?

Mr. Kurtz: Yes, the entrance itself is a curb cut so there are three lanes. There is one in, one right and one left.

Mr. Kohlmeier: I thought Eddy's had a separate access drive.

Mr. Kurtz: No. I think it may be restricted during certain times. Obviously if there is a left out turn lane it must be restricted during certain hours but again the Engineer didn't make that recommendation in terms of this specific application.

Mr. Kohlmeier: It's centered up with Dayton.

Mr. Kurtz: Right.

Mr. Ross: It looks like we're encouraging a left-hand turn there.

Mr. Kohlmeier: You almost have to. I don't know how else you would go, unless you were just not going to allow people to go east on Kent Road.

Mr. Kurtz: Many times during the day it's probably not a problem but at certain times of the day it will certainly be an issue, just like many streets.

Mr. Kohlmeier: Like you said, we are reducing the traffic substantially.

Mr. Walter: We are anticipating around 16 cars an hour. So 1 vehicle just under every 4 minutes. They can also go around Fishcreek Road as well, which we figure will be 25 to 30 percent. We obviously want our customers to be safe.

Mr. Sprungle: Anything we would recommend also affects the deli.

Mr. Kohlmeier: We are improving the situation over the McDonald's.

Mr. Sprungle: No matter what, we are improving that.

Mr. Kohlmeier: In terms of the variance for the salt, are we just saying because they have dryers and that kind of thing that is a justification for the variance; because we are planning of getting rid of that language.

Mr. Kurtz: I think one justification could be the additional measures they are taking; a secondary justification can be the fact that, that particular condition has not been enforced in the City in other cases where there have been automatic car washes. A third justification may be that we've not had any complaints for other car washes that have automatic car washes that has caused issues that I am aware of.

Mr. Kohlmeier moved and Mr. Sprungle seconded to approve PC 2017-010. **NOTES: Planning Commission recommended approval subject to the Building and Engineering Department approval of construction plans; the applicant maintaining the fire emergency access drive on the northern portion of the property; City Arborist approval of landscape plans; and City Council approval of a variance from 1145.12. Planning Commission determined the variance was justified because of the measures the applicant was proposing in order to mitigate any water/ice buildup issues in the right-of-way.**

Yea: Ross, Sprungle, Harrison, Kohlmeier

Nay: None. The motion passed 4-0.

NEXT MEETING: Scheduled for July 11, 2017.

With no further business to discuss, Mr. Kohlmeier moved and Mrs. Harrison seconded the motion to adjourn the meeting. The meeting was adjourned at 12:18 p.m.

Sindi Harrison
Acting Planning Commission Chairman

Pamela H. Daerr, CPS
Planning Commission Secretary