

**NORTH RIDGEVILLE PLANNING COMMISSION
MINUTES OF REGULAR MEETING
TUESDAY, DECEMBER 10, 2024**

CALL TO ORDER:

Chairman Smolik called the Planning Commission meeting to order with the Pledge of Allegiance at 7:00 PM.

ROLL CALL:

Present were members Steve Ali, Frank Toth, Council Liaison Bruce Abens, Vice-Chairman Paul Schumann and Chairman James Smolik.

Also present were Assistant Law Director Toni Morgan, City Engineer Christina Eavenson, Planning and Development Director Kimberly Lieber and Deputy Clerk of Council Tina Wieber.

MINUTES:

Chairman Smolik asked if the members had a chance to review the minutes of the regular meeting on November 12, 2024. He asked if there were any corrections. Hearing none, the minutes were approved as submitted.

CORRESPONDENCE:

Administrative Approvals & Zoning Certificates

1. PPZ2024-0315 Ridge Barbershop 2, 7717 Victory Lane
Approval of a Certificate of Zoning Compliance for a barbershop.
2. PPZ2024-0316 Paws & Spa Pet Salon, 33109 Center Ridge Rd
Approval of a Certificate of Zoning Compliance for a dog salon.
3. PPZ2024-0317 Price Point Construction, 7864 Root Rd
Approval of a Certificate of Zoning Compliance for construction services; storage.

Chairman Smolik asked Director Lieber if she would review the administrative approvals.

Director Lieber stated there were three Administrative Approvals of zoning certificates since the last meeting, one being a second location for Ridge Barber Shop, Paws and Spa Pet Salon and Price Point Construction. She mentioned that they were all new to the community.

OLD BUSINESS:

NEW BUSINESS:

PPZ2024-0318 City Limits, 39462 Center Ridge Rd, PPN 07-00-046-101-006

Owner: Stephen Joseph, 36821 Sugar Ridge Rd, North Ridgeville, OH 44039. Proposal consists of rezoning property to B-3 Highway Commercial District. Property is zoned I-3 Heavy Industrial District.

Application was read.

Chairman Smolik asked Director Lieber for findings of fact.

Director Lieber stated that the applicant was both seeking rezoning of the property from I-3 Heavy Industrial to B-3 Highway Commercial, and they were additionally seeking approval to open a restaurant and lounge and to make site improvements in support of that use. She explained that tonight the only matter before the Commission was the referral from City Council, which was the rezoning legislation. She indicated that the development plan would be coming to the Commission at a future meeting for review, so they were not going to be getting into the site plan tonight but simply a recommendation on the rezoning. She stated that the property was about 1.25 acres and located on the north side of Center Ridge and was the westernmost parcel of land in North Ridgeville. She discussed that it abutted the city of Elyria and also because it was triangular in shape, abutted the railroad tracks and the Ohio Turnpike. She discussed as shown in the exhibit on the screen, the property contained an existing commercial structure that was formerly occupied by a bar and lounge, but that former bar had been vacant for many years. She added that currently that rear portion of the building was occupied by a hair salon. She mentioned that bars and restaurants were not permitted in the I-3 Heavy Industrial District and while the bar operated in the past as a legal non-conforming use, the longtime discontinuation had resulted in that loss of legal non-conforming status and the building could not be used again as a bar or restaurant without rezoning or without a use variance issued by the BZBA. She mentioned that staff just felt rezoning was the right way to go with that particular property and she believed that rezoning of the property was recommended for a number of reasons. She stated that first and foremost, it was consistent with the City's future land use map and the City's recently adopted master plan. She said that second, the proposed rezoning would bring the property into greater conformance with the actual historical uses of the lot and rezoning to B-3 would allow the property to be used for a Bar and Grill by right, along with other types of permitted uses, including retail, consumer services and personal services such as the hair salon. She commented that third, the small size of the property just being over an acre, did not really lend itself to heavy industrial development and it was further bound by railroad tracks, the Turnpike and a road, so there was no opportunity to add additional property onto this lot to make it a more developable site for industrial development. She indicated that finally, there was really a mix of commercial and industrial use types in that area of Center Ridge and it would not be out of character with the existing development patterns across the street as there was a gas station in the nearer vicinity and there was a mix of commercial and light industrial uses, so for those reasons, she did recommend the rezoning of this property.

Chairman Smolik asked if there was a representative present for the application.

Geoffrey Smith, 124 Middle Ave, Suite 800, Elyria, OH 44035.

Mr. Smith stated that the only thing he would add was that it was not right next to residential and that he thought it was just going in line with what the building was used as for a long time. He explained that his client intended to go through the rest of the procedures and as a B-3 to make sure that everything was in accordance with the rest of the zoning code, and he thought it just made sense.

Chairman Smolik asked if there were any member of the audience who wished to speak regarding the project.

**NORTH RIDGEVILLE PLANNING COMMISSION
REGULAR MEETING – TUESDAY, DECEMBER 10, 2024**

PAGE 3

No one came forward.

Chairman Smolik asked if the Commission had any comments or questions.

Mr. Schumann stated that he did drive by the property and agreed that it made sense just to go ahead and rezone it. He remarked that it looked like it would probably make a great place for a bar or nightclub but that it looked like it needed a facelift and hopefully would receive one.

Chairman Smolik stated that he agreed and that it was sort of a unique, challenging lot, so the fact that someone wanted to redevelop it, was a good opportunity for the City. He asked if there were any other questions or comments from the Commission.

None were given.

Moved by Schumann and seconded by Ali to recommend approval of the rezoning application.

A roll call vote was taken and the motion carried.

Yes – 5 No – 0

PPZ2024-0320 The Crossing at French Creek, 5725 Avon Belden Rd, PPN 07-00-019-000-010, 07-00-020-101-001, -042

Applicant: Thom Sutcliffe, Drees Homes, 6860 W. Snowville Rd, Suite 105, Brecksville, OH 44141.
Proposal consists of final plat for Phase 1 of The Crossing at French Creek Subdivision. Property is zoned R-1 Residence District (Chapter 1282).

Application was read.

Chairman Smolik asked Director Lieber for findings of fact.

Director Lieber stated that The Crossing at French Creek subdivisions were located on property zoned R-1 Residence District and just as a reminder, was designed and constructed per the requirements of Chapter 1282, which was single family detached and cluster development. She discussed that the preliminary plat for the subdivision was approved by Planning Commission in October of 2023 and that currently, the layout of the subdivision, the number of lots and the configuration of open space was the same as what was approved by the Planning Commission. She stated that following Planning Commission's preliminary approval, the developer then proceeded with the submission of their improvement plans to engineering and began preliminary construction activities for phase one. She stated that the subdivision of 92 units was being constructed in two phases and currently the Commission was asked to finally approve Phase one, which consisted of 41 sub lots. She indicated that the final plan was substantially similar to that which was preliminary approved by the Planning Commission and included in the improvement plan plans, the Planning Commission would probably note a little bit of a difference, Baldauff Crossing, which was the main entrance to the development was shown with both northbound and southbound exit lanes onto State Route 83 and that requirement was imposed by engineering in the course of their review of the project but they managed to fit it in without altering the lot significantly. She stated that for final approval, Planning Commission had to review those

items detailed in both the subdivision regulations and the zoning code and that in her review she had noted in submittal from the applicant that it was missing a detailed landscape plan but they had since submitted a landscape plan that provided for street trees and landscape treatment along Avon Belden Road frontage, however, the remaining open space areas were not well defined and just labeled open space. She mentioned that she would suggest that first that the tree selections needed to be made with the recommendations and approval of the City Arborist. She stated that second, that the future shade canopy tree planting area that was recommended by engineering as a result of some unapproved tree clearing, be better enumerated in terms of the number of trees to be replanted in that area. She discussed that third, that those open space areas be better defined and explained that the problem was that when they didn't have a well-defined landscape plan, it left a lot up to the imagination of what went in that area and how it should be maintained for the future. She added that if it was going to be lawn, they would like to know if it was a lawn or if it was a wetland to be preserved, they wanted to know that as well. She asked that those items be better delineated in the landscape plan as that would be really useful. She mentioned that the applicant did follow through and submit a lighting plan and then they had submitted the HOA documents to the city back in July for review, so those have been submitted to the City.

City Engineer Eavenson stated that the applicant for The Crossing at French Creek, wanted to move forward with the final plat approval and execution, however, as noted, there were several outstanding improvements still to continue and required documentation, including improvements for a storm sewer drainage system along State Route 83 that needed to be collected and conveyed to French Creek, both along State Route 83 on the north and south sides. She added that there were some outstanding common sidewalk and walking paths and the necessity of the approval of the landscaping plan and lighting plan. She mentioned that there were some storm and sanitary sewer videos that still need to be approved, some as built drawings that needed to be reviewed and a final punch list by our field staff still needed to be addressed. She stated that the developer's agreement did allow for the execution of the plat as long as a performance bond in the amount of 100% of the cost to perform all outstanding items was provided and engineering would take no issue in proceeding in this manner.

Chairman Smolik asked if there was a representative present.

Thom Sutcliffe, Drees Homes, 6860 Snowville Dr, Brecksville, OH 44141.

Mr. Sutcliffe stated that he was the land manager for Drees Homes and that they had brought the Crossing to the City over a year ago to kind of dovetail with the development they were doing across the street with the Smitek family, which was North Ridge Pointe. He stated that they wanted to bring a more family oriented and cost-effective home to the community and the North Ridge Pointe development had a higher demand for the facades, the hardscapes, the amenities on site with a swimming pool and tennis courts which kind of demanded a higher price point. He explained that they were trying to bring something to the community that would be more family oriented with two different house sizes going in there that they didn't have across the street. He stated that they had 48-foot homes that were all 60 feet wide, and they were also offering a smaller, more value oriented 40 foot product.

Chairman Smolik asked if there was anyone from the general public that had any comments or questions.

None were given.

**NORTH RIDGEVILLE PLANNING COMMISSION
REGULAR MEETING – TUESDAY, DECEMBER 10, 2024**

PAGE 5

Council Liaison Abens stated that when they originally came for approval, he requested that they strongly consider a sidewalk connecting the neighborhood directly east, because if there were any children there it would bring them within walking distance. He asked if that sidewalk there because he couldn't see it.

Mr. Sutcliffe asked if he when he said east, was he talking about adjacent to phase two.

Council Liaison Abens stated that was correct.

Mr. Sutcliffe stated that they hadn't submitted engineering for phase two yet but that they would create connectivity between the existing residential homes.

Member Toth stated that he had driven by there and the entire western bank of French Creek there had been cleared of vegetation. He mentioned that when he submitted for preliminary approval, he stated that he was going to leave all those trees along the French Creek.

Mr. Sutcliffe stated that was correct and that they were planning on saving all the eligible trees that were able to be saved and as already pointed out by the Administration, they agreed to put trees back in place, which would be part of the final landscaping plan. He mentioned that they would work with the Arborist to define what they would recommend going there because he believed they'd like to keep the deciduous trees that would be there year-round and they were going to follow the direction of the Arborist and the Engineering Department.

Member Toth asked City Engineer Eavenson if she was comfortable with that.

City Engineer Eavenson stated that she was.

Member Toth commented that regarding the open space calculation, it appeared that their open spaces included all of the landscaping along the frontage of Route 83 and they had about six acres and down on the southeast corner they had a little bit of space and essentially the open space consisted of the landscape mound across the front of the development, the storm water ponds, and he had a sliver in the back southeast corner and asked if that correct.

Mr. Sutcliffe stated that originally when they submitted, they had shown a lot of open space intermixed amongst the homes to separate them further and the City had shown the inside to try to gather that all together in the larger spots, so in working with the Administration and Engineering, he did move it towards the front for the mounding and they also wanted to include and not forget that they had the entire riparian area surrounding French Creek going up and down north to south that also was going to remain as open space and open to the residents to use the storm water management plus the connectivity trails. He explained that he would see that platted there as a designated easement among the property and that was part of the open space for the enjoyment of people, as well as a large corner blockade in the northwest of southwest corner which was left as an open space and connectivity also, with providing a spot for future use by the city to eliminate stormwater management problems across the street, they allocated open space to the south to allow for that to happen in the future as well

Member Toth commented that there was really no common recreation area there that could be used by any of these residents at all.

**NORTH RIDGEVILLE PLANNING COMMISSION
REGULAR MEETING – TUESDAY, DECEMBER 10, 2024**

PAGE 6

Mr. Sutcliffe remarked that if he meant an amenity such as a playground or a swimming pool and such, that no, that was not part of the plan of that community.

Member Toth commented that nor was there any space to do anything like that.

Mr. Sutcliffe stated that no, there was not.

Member Toth commented that with his preliminary approval with that 1282 designation, the zoning designation, that was one of the requirements of obtaining that cluster zoning consideration and that Chairman Smolik made the comment at that original meeting that it just appeared that you were sticking as many homes as you could into that area and the current site plan definitely demonstrated that to be true.

Mr. Sutcliffe stated that he didn't believe that the zoning that they used required a structural activity area, but it required open space for common enjoyment, which at that time they added all the walking trails to the project in order to create a sense of openness, so people could connect and walk amongst those things uninhibited. He mentioned that originally, they didn't have all those open spaces and mounds, and they didn't have the connectivity in the sidewalk across the front, nor did they get a deed to the city easement to the south. He indicated that he did not know that a structure was required as part of recreation areas. He stated that it was an open space for enjoyment.

Director Lieber stated that there was no requirement for specific types of facilities in 1282 like a pool or recreational structures. She mentioned that it just referred to open space as Mr. Sutcliffe stated. She discussed that she would also just caution that Planning Commission and Council had already approved the preliminary plan, and it was consistent with that preliminary plan and just to consider the spirit of past approvals in their review that night.

Member Toth asked Assistant Law Director Morgan if the covenants for the HOA were submitted to the Law Department and if they were ok with everything.

Assistant Law Director Morgan stated yes to both. She discussed that two documents were delivered quite a while ago, the HOA document draft with the City Law Director, which she had a copy with here and had been submitted for review as well as the engineering and management of the storm water centers that the HOA was required to maintain for the City's protection and that had been submitted for review as well. She stated that they required the submission of those, and they had been submitted. She mentioned that there was nothing in them that was out of the ordinary or that they would not expect to see in those kinds of documents.

Member Toth stated that in their notes on their utility plan it stated that any drainage tile found that discharges or passes through the site will be investigated if found draining shall be incorporated into the storm sewer system.

Mr. Sutcliffe stated that there were a number of opportunities where they were able to exercise that clause and some, they did tie into theirs and some the City realized did not deal with their property and they were dealing with as a third party offsite. He said that yes, they had dealt with every single one responsibly and reported to the city on those.

City Engineer Eavenson stated that one of the reasons they had outstanding drainage improvements yet to make was because there was a field identified that wasn't originally identified in the existing survey that became apparent that they needed to address and collect and convey over to French Creek and they had been working with the applicant to make that happen.

Chairman Smolik stated that he needed a point of clarification regarding along Route 83, that sidewalk and right of way, were they all squared away with that or were there easements that were needed.

City Engineer Eavenson stated that they did request the applicant to provide for additional right of way and they could see now on the drawing that it was now 35 feet from center line, so that provided additional right of way, not only for the drainage that was previously discussed but as well as the sidewalk that was being provided in the right of way. She explained that it was more of a spline and was not as a straight line and that it did meander maybe a foot or two beyond the right of way, but the ordinance did allow if the parties were accepting for the Engineer to approve the sidewalk just beyond the right of way.

Mr. Sutcliffe stated that they wanted to avoid the look of a burial mound across the front, so there was a little bit of a serpentine look, which created the sidewalk to deviate from a straight path and that the City was great in working with them on allowing that to happen. He stated that it helped with drainage to from the mound, so it didn't create a damn versus some Serpentine release between them.

Chairman Smolik asked if there were any further questions or comments.

None were given.

Moved by Schumann and seconded by Ali to recommend approval with the following conditions: (1) the administrative staff will oversee the following tree selection by City Arborist, (2) reconcile the excessive tree clearing on site, (3) define the open space area more clearly, (4) complete the storm system along Route 83, (4) provide the additional right of way along State Route 83 for the sidewalk.

A roll call vote was taken and the motion carried.

Yes – 5 No – 0

PPZ2024-0321 North Ridgeville City Schools Transportation Center, 7001 Ranger Way, PPN 07-00-016-104-233

Applicant: Claire Bank, ThenDesign Architecture, 4230 River Street, Willoughby, OH 44094. Proposal consists of constructing a new transportation and maintenance center. Property is zoned R-1 Residence District.

Chairman Smolik asked Director Lieber for her findings of fact.

Director Lieber stated that the proposal was a new transportation and maintenance center for North Ridgeville City Schools and was in the R-1 Residence District and surrounded primarily by additional R-1 Residence zone property, with the exception of several commercial lots on Center Ridge Road, which were zoned B-3 Highway commercial. She discussed that the facility would be located in the field area north of the parking lot that was west of the stadium and across the street from Fire Station 1 on Ranger

Way. She stated that schools and other public uses were permitted uses in the R-1 District. She explained that the building was about 18,500 square feet and was a pre-engineered metal building with metal roof panel and that there was a wainscot of brick around the base of the building that would match the academic center nicely. She mentioned that the metal of the building would be a slate gray in color and there were overhead doors provided on the north and south elevations of the building to allow access for buses and other vehicles and equipment that required routine maintenance. She said that the site would be paved and striped for bus parking and pavement would be asphalt with concrete curbing and spaced for 74 buses with additional standard parking spaces for employees adjacent to the building that would accommodate the maintenance staff. She stated that an additional row of parking was provided to the north of the existing lot that would also provide parking for the bus drivers and a fueling station was proposed. She discussed that the site would be enclosed by a six-foot-high black vinyl coated chain link fence with a dumpster enclosure provided along the east of the building with screening for the maintenance center. She stated that two new curb cuts were shown on Ranger Way and both were single direction with the northernmost curb cut being enter only and the new southern curb cut would be exit only. She said that connectivity to the existing parking lots would be provided through internal driveways and that notably, a traffic impact study was submitted by the schools for the project that had been forwarded to the City's consultant for review. She stated that while discussion of traffic for the project is appropriate, there was still going to be some long-term discussions between the City and the schools about that traffic impact study and the recommendations. So this is not the last opportunity to talk about overall traffic between the transportation project and the high school project that they would be talking about after that. She stated that she had a number of comments that were submitted to the applicant through the staff review process that they have responded to and that they have provided some updates in their plan in reference to a landscape plan showing fencing detail, providing employee counts, making some slight adjustments to aisle widths and to ensure proper spacing for the parking striping areas. She added that they had provided lighting cut sheets and they had discussed the fence height originally proposed at 8 feet, which had been reduced to six, so that resolved that zoning issue. She mentioned that she thought there was still a discussion to be had about the lighting calculation zone, so she would listen for the applicant's presentation on that that evening..

City Engineer Eavenson stated that Engineering has made a preliminary review of the improvement plans and stated that existing utilities were available on or near the site and that stormwater management and water quality were being provided specifically just for the transportation center. She mentioned that Engineering would require some additional analysis of the drainage system, especially as it related to the floodplain elevation of the Robinson Ditch to the north of the site, but they already had discussions, and it could be worked out during final review. She said that adequate fire hydrant coverage had already been discussed to ensure that they got approval through the fire department and as mentioned, parking lot improvements including ADA requirements shall be in accordance with the new parking chapter 1285. She added that they would be looking at the lighting plan as well during final review. She stated that she wanted to note that upon Planning approval, the applicant shall make application for Engineering plan review through the Building Department to seek final approval.

Assistant Law Director Morgan stated that she wanted the applicant in their presentation, to hit on the traffic issues, drainage issues and lighting issues, as how they would impact the surrounding areas because it was a residential area and people were very interested in how that was going to impact them.

Chairman Smolik asked if there was a representative for the application present.

**NORTH RIDGEVILLE PLANNING COMMISSION
REGULAR MEETING – TUESDAY, DECEMBER 10, 2024**

PAGE 9

Claire Bank, 4230 River Street, Willoughby, OH 44094.

Bill Schurman, Hammond Construction, 1550 Corporate Woods Way, Uniontown, OH 44685.

Ms. Bank stated that she was acting as the architect on the project and that that particular piece of the high school site and of the North Ridgeville campus was the transportation and maintenance center. She stated that it was replacing two buildings that were on site as well as parking that was on site already just to the east of the existing high school. She explained that part of the purpose of the project was to replace very old facilities that needed replaced to maintain the buses and the school district moving forward, but also to create room for the new high school which would be on the front of the campus. She mentioned that regarding some of the outstanding issues such as traffic, drainage, lighting, and the traffic study as mentioned in review with the consultant that the City had hired, they mostly had to do with just traffic that was on campus and backed up onto campus, but further discussion of that would occur between their traffic engineers, the two different teams and then they would have more information as far as bringing that forward. She stated that there weren't really any recommendations as far as the transportation center piece to it as it was part of the study but there weren't any outcomes that were different than how it was functioning currently. She discussed that as far as the drainage on site, they actually have a meeting scheduled with the City tomorrow to look more in depth at some of the calculations that were being put together, but as mentioned, the drainage for the site was all being handled in that area. She stated that they could see on the left of the page there was a basin that was gathering the runoff from the parking lot and from the building. She added that for lighting, as mentioned, there were some explanations that needed to occur there basically because of competing priorities as they were trying to avoid putting any lighting poles in the middle of the site because of the bus traffic and not wanting that to be damaged with time, so they were lighting that parking lot from the perimeter of the site and most of it was within the City limits as far as how the ranges were. She stated that the one that was a little bit brighter than potentially what the City would normally recommend was the one that was to the north because it was casting sort of through the center of that lot towards the maintenance and transportation facility. She mentioned that they could get more detailed calculations to the City Engineers if they wanted to review that in more detail, but her understanding from the electrical engineers, was that the ranges weren't too out of line with what the City expected to see. She stated that the lighting fixtures would match what was on the campus at the three through eight facility.

Chairman Smolik asked if there was anyone in the audience that had any questions or comments.

None were given.

Vice-Chairman Schumann stated that right now buses would go east and west coming out onto Bainbridge and asked if they already went north on Ranger Way also.

Ms. Bank stated that was correct.

Vice-Chairman Schumann commented that it wasn't really going to change.

Ms. Bank stated that this would be the exact same lot as far as bus traffic in and out on Ranger Way. She said that they would have to get to the front of the North Ridgeville Academic Center to pick up and drop off those students, but it was not going to change any of the bus routes as far as where the buses were being stored during the day.

**NORTH RIDGEVILLE PLANNING COMMISSION
REGULAR MEETING – TUESDAY, DECEMBER 10, 2024**

PAGE 10

Vice-Chairman Schumann commented that it really wasn't going to change traffic out up on Center Ridge or South on Bainbridge either.

Ms. Bank stated that it would not.

Council Liaison Abens asked pertaining to the drive that was to the direct east of the project, if it was emptying out into another drive and if it was where did it exit onto, the driveway adjacent to the stadium.

Mr. Schurman stated that that was strictly a maintenance driveway and it accessed the athletic fields and was used for maintenance purposes.

Council Liaison Abens stated that the other just a comment he had coming from the industry that he came from, within their building itself, they may want to consider in order to save time and maybe a few dollars was to look at modular implant offices, that way they could possibly save as much as two months opening time by doing that because those offices and bathrooms and restrooms, shower rooms and whatever could be built the same time as the pre-engineered.

Member Toth commented that he was curious about the fencing that was going to surround the parking there on the south side. He mentioned that from what he was seeing on the drawing and he had gone up there and looked at the site, it appeared that they were going to take the back row of that parking or the northernmost row of that parking and then were going to add like an opposing and you're going to fence all of that in, so that would be essentially quarantined off from all the other lots, that area.

Ms. Bank stated that the back row parking was mirrored but then the fence was actually just to the north of that, so they were only fencing in the transportation and maintenance center and the busses.

Member Toth asked about the red line that was on the drawing there running right up.

Ms. Bank stated that that was her just trying to say that that parking was meant to serve those things, but it was not being fenced in.

Member Toth asked about the back driveway that Councilman Abens brought up at the southeast, that would be essentially for maintenance.

Ms. Bank stated that was correct.

Member Toth asked how they how they would you be bringing fuel into their fueling station and commented that he was taking that was it back there on the east side.

Ms. Bank stated yes, it was the black bar on the drawing and was where the fueling station would be.

Mr. Toth asked if they would just be circling their fuel truck through there and then coming right back out.

Ms. Bank stated that was correct.

Mr. Toth commented that one thing about the traffic study that he was curious about was that it mentioned vehicles, however, he wasn't certain that it really took into account the disbursement of the buses for their routes and then the collection of them coming back in, because that was an event that happened essentially like clockwork, so it was not like it was predicated on any type of additional building, if they build, no build, all those different variables that they had in that study. He mentioned that there was preliminarily the disbursement of the buses, and then there was a certain time when they were collected, and he hoped that that was going to be accounted for in that study.

Chairman Smolik stated that the fire station exited right there and they just wanted to make sure that emergency services weren't impacted when, however many busses departed at one time and he thought that if the study dove into that a little bit, that would be greatly appreciated. He discussed that it was a campus setting that was being created by the school and asked about the materials that were going to be used. He commented that there was just a small picture of the brick and asked if it was going to match what was over at NRAC color wise and match the fire station and police station.

Ms. Bank stated that they were similar.

Chairman Smolik stated that they had the brick band around the building, and it was pre-engineered and asked if it was going to be white.

Ms. Bank said that it was called a Slate Gray.

Chairman Smolik asked if the color palette at NRAC was going to be used.

Ms. Bank stated that yes, they were trying to keep that campus feel since they were so close to each other.

Council Liaison Abens asked what size the overhead doors were.

Ms. Bank stated that she thought they were 12 feet by 12 feet.

Council Liaison Abens suggested that one of the doors be at least 14 by 14 only because of the future. He commented that he remembered going through quite a few industrial buildings that posed some restrictions because of their overhead doors and that having one for future unknowns was always a good idea. He asked if it would also be a repair facility, and they would be dealing with oils, fluids and things of that nature.

Ms. Bank stated that was correct.

Council Liaison Abens asked if there was an oil separator within the structure.

Ms. Banks stated that there was.

Chairman Smolik asked if there any further questions or comments from the Commission.

None were given.

Moved by Schumann and seconded by Toth to recommend approval of the North Ridgeville City Schools Transportation Center with the following conditions: (1) that the Administration would review the final photometric lighting plan for the parking lot (2) approval of tree selection by the City Arborist (3) that the Administration would review the final traffic study.

A roll call vote was taken and the motion carried.

Yes – 5 No – 0

PPZ2024-0322 North Ridgeville City Schools High School, 34600 Bainbridge Rd, PPN 07-00-016-104-233

Applicant: Claire Bank, ThenDesign Architecture, 4230 River St, Willoughby, OH 44094. Proposal consists of Phase 1 development (early site work) for the new high school. Property is zoned R-1 Residence District.

Application was read.

Chairman Smolik asked Director Lieber for her findings of fact.

Director Lieber stated that the proposal consists of a new high school complex with parking lots, athletic fields and other accessory site improvements. She stated that the entire property was zoned R-1 Residence District and schools were permitted uses in the district. She explained that North Ridgeville City Schools were seeking phased approval for the project and phase one would consist of early site work, preparing the site for construction of the building. She mentioned that phase two would be the actual building construction and then the phase 3 and the final phase would be the demolition of the existing high school and the final site work. She discussed that phase one construction was scheduled to begin in the summer of 2025, the building construction was intended to begin in the spring of 2026, the old high school would be demolished and final site work commencing in the summer 2028 and the new high school would be open for the 2028-29 school year. She indicated that in phase one, Planning Commission would review the overall site plan for the new high school and campus improvements. She stated that the plans generally show facilities to be demolished, the proposed layout of new buildings, parking areas, athletic facilities and stormwater management facilities. She mentioned that the new high school was shown located south of the existing building so that the current high school could remain in use until such time as the new high school could come online. She stated that due to the loss of parking in the construction zone for the high school, phase one also included approval for additional parking areas with two of those parking areas being in the green space area closest to NRAC on Ranger Way. She said that another parking lot would be constructed in the location of the existing transportation building that would be taken down with the construction of that previous project they had discussed. She stated that the high school piece abutted residential properties along Pitts Boulevard and currently those properties had a combination of parking lots for buses and vehicle parking, tennis courts and open space that was really that area north of the entrance drive from Pitts and the only change along that boundary would be the restriping of the existing parking lot. She described that south of the entry from Pitts, those properties that abutted was where the greater change would occur because in that area parking and driveways would be expanded and the new building would be located in the southeast quadrant of the site. She mentioned that it was about a little over 90 feet away at its closest point and pavement would be set back 10 feet from the property lines and there would be some fencing and buffering provided along the boundary that would be refined as they got closer towards that final site work proposal in phase 3. She stated that they had already discussed the traffic impact study that was

submitted and that the City's engineering consultant was reviewing. She recommended that any approval in phase one be contingent upon recommendations that came out of the review of the traffic impact study and also a condition of approval that a buffer strip be provided for the residents abutting along that east property line.

City Engineer Eavenson stated that Engineering had made a preliminary review of the phase one plans, including the demolition and earthwork. She discussed that their main concern was to ensure that SWPPP measures will be implemented prior to any mass earthwork operations, and they would do that during final review of the grading plans. She mentioned that as the school moved forward with the design endeavors, engineering did have some concerns to ensure that the overall design and global impacts of the campus, including stormwater management, existing utility capacities and traffic impacts were discussed at length and approved through the Administration during the early phases. She stated that upon Planning approval, the applicant should make application for the engineering plan review through the building department.

Chairman Smolik asked if there was a representative for the application present.

Claire Bank, 4230 River Street, Willoughby, OH 44094.

Bill Schurman, Hammond Construction, 1550 Corporate Woods Way, Uniontown, OH 44685.

Ms. Banks stated that the construction timeline was long and they were still doing quite a bit of design work as far as detailing out the interior and getting all the engineering systems working together, baking in those details, so it allowed construction to start while the design finishes, which just helped the overall timeline in getting the school open for the community. She stated that the traffic was being studied and they would continue those discussions with the City. She added that the entries and exits from the campus were remaining the same and in the same locations as they were currently.

Chairman Smolik asked if anyone in the audience had any questions or comments regarding the project.

Richard Schaffer, 6864 Pitts Blvd, North Ridgeville, OH 44039.

Mr. Schaffer stated that he just wanted to make sure that the water management was taken care of because since the tennis courts were put up, they had water in their backyards, flooding that he didn't have before. He mentioned that if they got more water, he didn't know what he was going to do because his yard was always filled with water currently. He stated that regarding the lighting, he didn't know what kind of lighting was going to be used, but he didn't know if that was going to now light up their backyards.

Chairman Smolik asked if he lived right behind the tennis courts currently just so that they had an idea of where he was at.

Mr. Schaffer stated that he did.

Ms. Bank stated that regarding the lighting, both the City's requirements and for LEED, which was a sustainability design standard that they were held to, they had to control light really closely within the site and not spill out to other locations. She explained that the lighting should not be impacting the

residents and that as far as the stormwater piece, they were going through those discussions currently now but their requirement was to treat all the water on site and not have it running off and impacting neighbors. She stated that overall they were looking at the campus and that design solution that was going to do that in the best way they could.

Chairman Smolik asked if there were any other OK, is there any other questions or comments from the general public?

None were given.

Chairman Smolik asked if there were any questions or comments from the Commission.

Vice-Chairman Schuman asked if there were going to be curbs on the parking lots that they were going to be building.

Ms. Bank stated that was correct and that was currently planned.

Vice-Chairman Schuman commented that that was going to be for water capture, as far as during the construction process and asked if they were going to be doing a some kind of temporary stormwater management.

Mr. Schurman stated that they would and as the City Engineer had already referred, they did have a SWPPP plan which would include temporary stormwater management.

Vice-Chairman Schumann asked if they would be doing that before the parking lots started going in.

Mr. Schurman stated that it would be before any earthwork.

Vice-Chairman Schumann asked about a truck wash station because Bainbridge was going to get real muddy.

Mr. Schurman stated that they utilized a couple things. He commented that they had tried and would still consider the use of a truck wash but there was also new technology on roll off mats, large heavy industrial roll off mats that they had good success with on past projects and that they basically just act as huge rumble strips on the construction site themselves shaking off all the tire debris and then they had a street cleaning in place. He stated that they would run a commercial street cleaner, a third party independent commercial street cleaner that would be a street cleaning business that they would employ.

Vice-Chairman Schumann asked regarding where the property and the new parking lots and driveway bumped up against the residential neighborhoods there, what were they going to do there, were they going to put a new fence up along that and asked if that was what they showed on the plan.

Ms. Bank stated that on the plan they submitted, they were showing a privacy fence along that border and that that was being looked at in more detail and they were talking with the City as well. She explained that it was a mixture of mature vegetation and there was some fencing in place and that they wanted to make sure that they weren't treating it in a way that was not appropriate for some of the

residents based on what they already had there, but they were definitely doing a buffer as a mixture.

Vice-Chairman Schumann asked if they had that plan in front of them.

Ms. Banks stated that the fencing was on the plan and regarding the landscaping, they submitted a narrative that talked about a mixture of trees and then some other vegetation types.

Director Lieber stated that they would have those details before them in phase 3, installing the landscaping or fencing at the start or landscaping at the start when all this earth moving was still happening didn't make too much sense and that would give them some time to explore the right placement of landscape versus fencing and maybe have some neighbor conversations where existing fencing was because they didn't want to create little spaces between back-to-back fences that didn't get maintained. She stated that there was a lot of consideration to try and have something that made sense and that worked for those most impacted residents as well.

Ms. Banks stated that the reason that they didn't do those before construction activities was partially for SWPPP as well as making sure that they control construction activities.

Vice-Chairman Schumann stated that they would be putting in those parking lots and if they didn't have a buffer, an area for a buffer on those parking lots currently, then they wouldn't get one.

Ms. Bank stated that the one just south of the tennis courts was already existing and was new, so that would be getting restriped, and then the one that was just north of the new high school, there was only a small portion of that that was getting put in. She mentioned that the rest was going to be taken up with construction activities.

Mr. Schurman stated that the final configuration of that parking lot that Claire referred to would be part of phase two.

Vice-Chairman Schumann commented that they were looking to put the ones in to take the pressure off, so they could destroy the parking lot in the front.

Council Liaison Abens stated that he would like for the engineer to possibly investigate the water issues along the tennis courts to see if they could alleviate their problems at that point and see what the problem actually was.

City Engineer Eavenson stated that as with that development, they tried to review any abutting, not only residents, but other neighboring community neighbors to ensure that stormwater was addressed at the property line, and they would do that.

Chairman Smolik asked regarding the house in the lower right of the plan, had the school board ever thought about purchasing that home. He stated that it seemed like the development was sort of going around it.

Roxanne Casario, 34620 Bainbridge Rd, North Ridgeville, OH 44039.

Ms. Casario stated that they had not explored purchasing the home, however, she had reached out to the owner by way of mail at this point and had not heard back but it was an item on her calendar to follow up with him. She mentioned that at this point it was not required as part of the project or necessary to build what they had in place. She discussed that most of his property would become pretty active construction site and they wanted to be respectful, so it was important that they did reach out to him.

Chairman Smolik asked regarding the location of the school, if it was possible to shift it a little bit to the northwest to try and get a little bit more clearance from that house. He stated that they needed to be respectful of respect our neighbors as well.

Ms. Bank stated that the challenge with shifting it to the northwest was staying far enough away from the high school to maintain emergency access and drop off loops around that during both projects during construction. She explained that they got it as far as they could and they kept trying to shift as far as they could away, but that was as far as they could get away.

Chairman Smolik stated regarding the that road that went to Pitts and they had that dog leg, he was assuming that they wanted to keep that for two reasons, traffic calming and then second to try and keep as much grass area there as opposed to getting rid of that because it seemed awkward because they redoing the whole entire site and yet wanted to leave that sort of weird driving configuration.

Ms. Bank stated that it partially had to do with they want to keep some landscape buffer there primarily because it was a bunch of student drivers, so they wanted to sure that there wasn't any sort of confusion as far as exiting that lot and having a lot of people all on that one drive at once, so still maintaining the exit points that they had instead of having more exit points on the one drive aisle.

Chairman Smolik commented that in keeping with the neighborly approach, he realized that some of those people on Pitts used to have the bus garage behind them, but had any thought been given to moving the retention basin on the house side. He stated that currently they had that road, retention basin and the parking lot, and the parking lot and the retention basin could shift just to give them a little bit more buffer away from some of that parking lot.

Ms. Bank stated that that was something that she would have to raise with their civil engineer as to whether they looked at swapping those two. She stated that she absolutely understood the suggestion as far as a more natural buffer between those two.

Chairman Smolik asked regarding the total build out, the plan was that currently they were going to have the high school drop off come off of Pitts.

Ms. Bank stated that the plan was still in review with the engineers, but there were a number of drop-off loops. She mentioned that one could come off of that central drive, as far as the area in front of NRAC and then some would be able to come in off of Pitts as well. She added that there was also the drive that currently connected with the student lot, that would still be a connection point as well.

Chairman Smolik asked if Pitts was going to get additional traffic at total build out. He stated that obviously there was access into the campus currently, but at total build out, was there going to be, by rearranging all those, the circulation loop, was there going to be additional traffic that would be in that residential area.

Ms. Bank stated that there was potential for there to be, but there was also potential to use those other entry points, so that was still somewhat in discussion. She mentioned that it was one of the points that could be an access point to a drop off loop.

Chairman Smolik stated that regarding the temporary parking lots, they were extending the NRAC guest parking to the south and doing a parking lot infill for that one semi-athletic field, were those temporary or at total build out they were going to stay.

Ms. Bank stated that they would stay.

Chairman Smolik stated that his rough count counts included the main paved high school parking lots were going to be taken out of commission to facilitate the construction, and then the existing faculty parking lot was being restriped. He asked if they knew the traffic stall count because he was coming up short. He asked if once they removed those parking spots, if they were going to try to provide as many as they were taking out at a different location on site.

Ms. Bank stated that they were providing as many as they could on site during construction and that overall there would be more parking over the completed campus than there was existing, but during construction it was going to be tight and the priority was going to be staff parking. He stated that the cutting of parking available would be the student parking potentially, but he knew that the school district was also talking through solutions for that as far as what would be appropriate.

Chairman Smolik stated that the school might change their policy on who got to use the parking lot. He asked if the school wanted to comment regarding the shortage of parking during the construction phase.

David Purtsis, Superintendent, 34620 Bainbridge Rd, North Ridgeville, OH 44039.

He stated that that was one of the things that they discussed was not only the limiting of parking, but specifically where students could park. He mentioned that they had also discussed other options including off-campus parking and then busing students from central lots to campus, if need be, but currently everything was under consideration as far as that. He stated that they recognized that through that construction process, they were going to have that as their primary challenge, but those discussions had already begun.

Mr. Shurman stated that the pinch point was not the entire two years of building construction. He discussed that when they had the two new lots online on the western side of the site, the shortfall was not as dramatic as it would appear. He stated that it was primarily student parking, but he thought that they could make up a lot of them. He added that the pinch point would be the fall semester of 2025, but after that, it would start to relieve itself when they started to bring parking lots online.

Chairman Smolik asked regarding the total build out, that it would have more spaces than there currently was for the high school because they were anticipating growth for the district.

Ms. Bank stated that that was correct. She said that there would be more spaces total and regarding the zoning that they would be providing enough in different ways and that it would be calculated with the student and staff counts that the school district had supplied to them.

Chairman Smolik asked if for the next phase the Commission could have an executive summary of total parking.

Council Liaison Abens stated that he would highly encourage keeping the dog leg and also as far as parking was concerned, his experience had been that students became very creative finding parking.

Chairman Smolik asked if there were any other questions or comments.

Mr. Schaffer asked if there was a study done on the actual drop offs within the school, because they had kids that went to that school, and it seemed like there was a lot of stopping and people didn't know where to go and it tied up traffic. He commented that he was just wondering if there was an actual study within the campus to figure out how traffic flow should go through to make sure that things were emptying out on the streets and getting on to where they needed to go.

Ms. Bank stated that as part of the traffic study that they did, they looked at a number of different ways of flowing through and where maybe they could place cones to try to keep people from being confused. She stated that she knew that it had been an ongoing effort of the school district over the years as well, but yes, she said it was part of the study and was an ongoing discussion.

Chairman Smolik stated that he just wanted to remind the Planning Commission that that was phase one and did not constitute a full development plan. He mentioned that it was just to get some stuff started for the early part of the construction and that some of the moving parts may be refined further on and that they would get a couple more opportunities to take a look at it to make sure that it fit with the community as they saw fit.

Moved by Schumann and seconded by Toth to recommend approval of the North Ridgeville City Schools Transportation Center with the following conditions: (1) that they take the traffic study recommendations (2) administratively they need to review the buffer strip along the east property line (3) possibly look at swapping the retention basin for the parking lot to try and get additional buffering.

A roll call vote was taken and the motion carried.

Yes – 5 No – 0

Zoning Code Diagnosis

Review & Recommendation of Zoning Code Diagnosis.

Chairman Smolik stated that the city hired a consultant to dive deep into the zoning code and they made some early recommendations.

Director Lieber stated that they did and gave a presentation on December 2nd. She discussed that the document was provided, and they had a couple comments during the meeting that resulted in a couple of little fine-tuning, but generally the recommendations were as presented. She discussed that she was

looking for the Commission just to give their blessing to move ahead in accordance with the diagnosis and the next step would be to engage the consultant to have them provide a phase two proposal to begin the drafting and then there would be many more opportunities for the Commission to review the actual language, but it would be consistent with the diagnosis as presented.

Chairman Smolik asked if it was online for the general public to look at.

Director Lieber stated not yet but once the Commission took action, they would make sure to post it if they recommended it and the council approved it.

Moved by Schumann and seconded by Toth to recommend approval of the Zoning Code Diagnosis.

A roll call vote was taken and the motion carried.

Yes – 5 No – 0

Active Transportation Plan

Review & Recommendation of Active Transportation Plan and Safe Routes to School Plan.

Chairman Smolik asked Director Lieber to discuss the Active Transportation Plan.

Director Lieber stated that for the better part of 2024, a committee was convened to create an Active Transportation Plan for the City along with the Safe Routes to School plan. The focus was to provide better connectivity and opportunities for non-motorized means of travel. This was a result of a grant the City applied for through NOACA 2020, and the award was made in 2021 and the study began in 2024. Interestingly, while there was such a delay, it dovetailed nicely with the end of the master plan process, so it was really nice to have the foundation of the master plan while underway and then use that as a basis for the Active Transportation Plan. She explained that they had broader representation from the City with different departments, the schools and the general community that looked across the City at the opportunities for linkages, trails, sidewalks and looked at how to connect the assets and looked at where people traveled to and from. She mentioned that really the project was under the review of NOACA and they worked with NOACA for the consultant selection process and then they had to follow NOACA's format and rules and NOACA had reviewed and accepted the document currently. She stated that she also provided the link to the Planning Commission with the hopes that they would also recommend and accept the Active Transportation Plan so that it could be an official document of the City and that it could be used as the basis for future requests for funding from ODOT, from NOACA and from other funders that might have financial opportunities for them to pursue in the quest to make our community better connected and safer for pedestrians and bicyclists.

Moved by Schumann and seconded by Toth to recommend approval of the Active Transportation Plan.

A roll call vote was taken and the motion carried.

Yes – 5 No – 0

**NORTH RIDGEVILLE PLANNING COMMISSION
REGULAR MEETING – TUESDAY, DECEMBER 10, 2024**

PAGE 20

Chairman Smolik asked if there was any further business to come before the Commission.

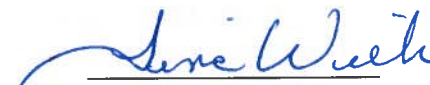
None was given.

ADJOURNMENT:

Chairman Smolik adjourned the meeting at 8:20 PM.



James Smolik
Chairman



Tina Wieber
Deputy Clerk of Council

Tuesday, January 14, 2025
Date Approved