

**NORTH RIDGEVILLE PLANNING COMMISSION
MINUTES OF
REGULAR MEETING OCTOBER 11, 2016**

To Order: Chairman Rothgery called the meeting to order at 7:00 P.M. with the pledge to the flag.

Roll Call: Present were members Tim Anderson, Jennifer Swallow, Council Liaison Bernadine Butkowski, Vice-Chairman Larry Pierce and Chairman Jim Rothgery. Also present was Chief Building Official Guy Fursdon, Assistant Law Director Toni Morgan, City Engineer Scott Wangler and Deputy Clerk of Council Donna Tjotjos.

Minutes: Chairman Rothgery asked if the members of the Commission had a chance to review the regular meeting minutes of September 13, 2016. He asked if anyone had any comments regarding those minutes. If there are no objections to the minutes, they will stand approved as presented and placed on file.

Correspondence:

Chairman Rothgery asked the Clerk to read the correspondence.

Report received from Law Department to include Administrative Officer's comments regarding curve radius of streets.

Chairman Rothgery addressed the Assistant Law Director and Engineer noting the motion made during the last meeting and asked if they were aware of that.

Engineer Wangler stated he was aware of that.

Chairman Rothgery asked if there was work being done in that area.

Engineer Wangler stated that he is familiar with ODOT standards. Our current standard is fairly simple with a street minimum radius. ODOT standard is not simple. ODOT does allow tighter radiuses under circumstances that are spelled out. Rather than have a single minimum it has several minimums under different circumstances such as basic standards of design. If you were to super elevate the road, it isn't a term that is familiar to a lot of people, it is a diluted equivalent of a NASCAR track. If you want to bank it, you could go to tighter curves. If you have runoffs built in, you could go with tighter curves. So, if the Commission would want to mimic ODOT's standard we would probably have to mimic all of their standards of design to allow for the tighter curves.

Chairman Rothgery understood and asked if he was suggesting that anyone else that comes before Planning Commission, will just have to go to Buildings and Lands to meet ODOT's standards.

Engineer Wangler stated he wasn't suggesting that he was just painting a picture of what reality

is in regard to the standards of design and the Commission can implement whatever they see fit and he will enforce it. The tighter radiuses that have been commonly referred to what ODOT allows only allows for standards of design that are different than what our standards are.

Assistant Law Director Morgan stated that when this first came up, she didn't know if this was a problem that we have often. We have a standard and most people meet it most of the time and when they don't then they have to come and get a variance. The question here is, is this a big enough problem where we want to adopt ODOT standards. Obviously, adopting ODOT standards would be something in the form of an ordinance that would go to Council and that sort of thing. Planning wouldn't be able to do it. Either way is doable, it just depends how big the problem is and she doesn't have a number as to how often. It isn't something that has been noticed a lot where we have required variances. Again, it is not something she has gathered information on. Guy seems to have some information concerning it, but her only cautionary words are if it is not really broken, be careful how you fix it. It isn't one being really worse than the other; it is just if the numbers warrant it.

Engineer Wangler added that this is based on memory; in his six years here, there have been two requests for variances. One request was for Performance Lane which was on an extraordinarily tight timeframe and had it not been for that extraordinarily tight timeframe, they could have easily accommodated our ordinance. The design had progressed to a certain point before they realized their error and it was more advantageous for them to apply for a variance then to redesign the road. That had nothing to do with our flaws of our standards; it just had to do with the design being implemented without knowing what our standards were.

Chairman Rothgery addressed the Chief Building Official and asked how often has this been an issue and how often has he heard complaints about our radius.

Chief Building Official Fursdon stated up until last month's meeting, he didn't believe he has heard anyone complain. He added that he can show where a couple of dozen streets in North Ridgeville that this ordinance was never applied in different subdivisions. It depends upon the Engineer at the time and we've had multiple. Some with traffic experience and they never said anything about these radiuses. Yet, they don't seem to be high traffic accident areas. He understood what Engineer Wangler is saying that if you adopt the ODOT standards which he didn't think anyone realized that it can get very complicated and a lot of the things that you would see in there; hearing some of the descriptions he has provided, you wouldn't ordinarily see banked curves in a normal residential subdivision. That is more for high speed traffic and scenarios like that.

Chairman Rothgery stated he doubts that we would see a banked curve in a subdivision as well.

Chief Building Official Fursdon stated he didn't know if there was an advantage to adopting ODOT standards. It seems like the Engineering Department is taking a closer look at this. You may see more variance requests. He didn't have a definitive answer. He stated that if it is left up

to the City Engineer than that would put a lot of responsibility on him and subjectivity.

Chairman Rothgery addressed Councilwoman Butkowski and asked for her input on the subject matter.

Member Butkowski stated that she agrees with the Assistant Law Director and it seems to be working and there really is no reason to change it because we don't really have anyone that is complaining about it and it is working. She stated that we would probably be making more problems than we would be solving.

Member Swallow addressed the Assistant Law Director noting that her question may not be able to be answered on the fly, but she assumed that the standard within the ODOT guidelines and the standard that we currently have would fall within the ODOT standards.

Engineer Wangler stated that they certainly fall within the ODOT standards. He didn't know if the inch matched.

Member Swallow asked if whether or not the city could vary from the ODOT standards as a municipality with home rule. The reason she asks that is we, as a municipality, wouldn't be able to vary from the uniform traffic manual. North Ridgeville as a city or any other city can't vary from a traffic manual where we would want our stop signs to look different from any other stop sign. She is curious if that would apply in this scenario.

Assistant Law Director Morgan stated that is something she would have to check into. Her sense of it is, is that ODOT standards for the road are going to be engineered for highways and we do conform to those anyhow. A residential street, she didn't believe would fall under that category, but she could be wrong. She doubts that ODOT has standards for streets within subdivisions.

Engineer Wangler stated that ODOT standards do go down to low speed. They do go down to 25mph. It isn't designated into zoning issues whether it is business or residential, it is strictly speed related.

Chief Building Official Fursdon addressed the Chairman and stated that we could maybe take a look at ODOT standards. Because we have a standard that says 290 foot radius. We were led to believe by the applicant that ODOT allowed 195.

Engineer Wangler stated other than standard design features; you can go with a tighter radius. That would be other than the standard design features that he mentioned.

Assistant Law Director Morgan added that it would require something additional than just the smaller radius.

Chief Building Official Fursdon suggested that we find out what the minimum standard is

without these additional designs that maybe ODOT would utilize and does it match ours or is it something less than what is required.

Engineer Wangler stated he could look into that and get back to the Commission.

Chairman Rothgery stated that if he could do that, he would appreciate it.

Assistant Law Director Morgan clarified the Commission's request is to review a street standard without extra banking or additional engineer designs and if ODOT's standard to that would be similar to ours.

Engineer Wangler added minimum radius with standard design.

Chairman Rothgery stated yes. He continued the meeting on and noted there was no old business on the agenda. He then asked the Clerk to read the application under new business.

Old Business: None.

NEW BUSINESS:

APPLICATION:

APPLICANT: Karen Morell, Trustee, Dairy Grove, 35455 Center Ridge

OWNER: Frank E. Morell Trust F/B/A Karen Morell, 9528 Avon Belden Road

REQUEST: Approval to install additional parking due to the removal of existing parking by the State for the Center Ridge Road Widening project.

LOCATION: 35455 Center Ridge Road in a B3 District.
Permanent Parcel No. 07-00-021-118-041

Application was read along with Administrative Officer's Comments received from Chief Building Guy Fursdon, City Engineer Scott Wangler, Safety-Service Director Jeffry Armbruster, Police Chief Mike Freeman, and Fire Chief John Reese.

Chairman Rothgery asked if there was a representative and if so, could they step up to the podium and give their name and address.

Karen Morell, owner of the Dairy Grove on Center Ridge Road. She stated because of the road construction, she is losing about 40 feet off the front of her property and this is to accommodate the parking that she is losing. She is pushing her parking about 30 feet to the back. Hopefully, that will keep traffic off of the street and allow for enough spaces for her customers.

Chairman Rothgery asked if the Commission members had any questions or comments. Hearing none, he asked if the Administration had any other comments. Hearing none he opened the floor for discussion to the audience and asked if they had any comments or questions. Hearing none,

he brought back the discussion to the Commission and asked for a motion.

It was moved by Butkowski and seconded by Anderson to approve the installation of additional parking for 35455 Center Ridge Road.

Chairman Rothgery asked the Clerk to call the roll.

Yes, 5 No, 0

Motion was approved by a vote of five yes and zero no.

ADJOURNMENT:

Chairman Rothgery announced since there is no further business, the meeting was adjourned.

Meeting adjourned at 7:18 p.m.

Chairman Rothgery announced the next meeting which is scheduled for November 8, 2016.

Chairman

Deputy Clerk, Donna Tjotjos

Date Approved