

**NORTH RIDGEVILLE PLANNING COMMISSION
MINUTES OF
REGULAR MEETING – TUESDAY, OCTOBER 12, 2021**

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 Paul Graupmann, Chairman James Smolik, Vice-Chairwoman Jennifer Swallow and Council Liaison Bruce Abens.

Member Steve Ali was excused.

Also present were Chief Building Official Guy Fursdon, Prosecutor Sean Kelleher, City Engineer Daniel Rodriguez, Deputy Clerk of Council Tina Wieber.

MINUTES:

Chairman Smolik asked if members had a chance to review the minutes of the regular meeting on Tuesday, September 14, 2021. He asked if there were any corrections. Hearing no corrections, the minutes were filed and stamped.

CORRESPONDENCE:

None

OLD BUSINESS:

None

NEW BUSINESS:

Chairman Smolik asked for the application to be read.

APPLICANT: Ryan Kozak, SLK Capital Holdings, LLC, 28400 Hilliard Boulevard, Westlake, Ohio 44145

OWNER: Ronald L & Karen E Ware, 7691 Avon Belden Road, North Ridgeville, Ohio, 44039

REQUEST: Preliminary site plan approval for a senior citizen planned residential development consisting of 29 duplex buildings (58 units), clubhouse/community center including parking facilities, public utility and roadway extensions, storm water management, walking trails, sidewalks and site restoration.

LOCATION: 7691 Avon Belden Road in an R-1 District
Permanent Parcel No. 07-00-022-101-065, 07-00-022-101-086, 07-00-022-101-015, 07-00-022-109-013

Application was read.

Administrative comments were read.

Chairman Smolik asked the applicant to state their name and address for the record.

Ryan Kozak, SLK Capital Holdings, LLC, 28400 Hilliard Boulevard, Westlake, Ohio 44145 and Aaron Appell, Bramhall Engineering, 801 Moore Road, Avon, Ohio 44011.

Mr. Kozak thanked everyone for allowing them to talk about the project, Ridgeville Farms. He stated that the name Ridgeville Farms speaks to a couple things including the agricultural use of the land. He further explained that the Thibo family were in attendance and that the project combines the significance of the greenhouse on the property and North Ridgeville's history of agriculture. Mr. Kozak advised that the project will be senior housing for ages 55 and older. He explained that there will be between 20 and 30 duplexes. He stated the current site plan has 58 units but that the project won't be going over 60 units per the previous zoning meeting. The duplexes will all be single story, one and two bedroom units. Many of the units will be wheelchair accessible. He stated the project will be the first of its kind in Ohio that would be a senior development with an emphasis on fresh food, agriculture and wellness. He explained that per code they could build up to 80 plus units but they have decided to keep the density low to allow for green space available to the residents. They will be providing walking trails and a full clubhouse that will have seating for 20 to 30 people for events. The project will have wellness events, nutrition classes and cooking classes for the residents. He explained that on site they will also have active agriculture. In the middle of the project and further south towards the freeway, they will have several fields that they will be actively growing in. The entire eastern portion of the project would be devoted to green space, walking trails and potentially a connection to the park so that citizens of North Ridgeville might enjoy an extension of walking trails but that is something that will be evaluated in the future. The project is planning on city streets and will be adding sidewalks and city services. He stated they looked forward to collaboration with the City Senior Director to pair up their program and possibly offer many of the benefits that site has to offer seniors in the city. He explained that they have a partnership with a Cleveland based nonprofit, Food Conscious, that has been around for 10 years and is sponsored by the Cleveland Clinic to hold programs on site and also offer fresh food and cooking classes. He explained that Aaron Appell from Bramhall is the engineer and RDL is the project's architect and that they are both very experienced firms in working on these types of projects. He stated that Aaron could explain further from the engineering side.

Mr. Appell stated he would explain some of the due diligence that was done of the project. He said there was a wetland investigation performed on the site and on the eastern end, just north of the turnpike, there is a significant wetland that will remain undisturbed. He stated there was a traffic study done, a generation report. He explained that the project with the 58 units and the clubhouse will generate some traffic but not to the level of requiring a full traffic study. He stated they did look at the sight distance because of the driveway, both horizontal and vertical alignments of the driveway and State Route 83, and that design has been considered as well. There will be about 2400 feet that will be installed to city standard of 26 feet wide. Public water would be extended and looped throughout the development. The sanitary and sewer would come from State Route 83 to serve the development. He stated the current plans have a couple storm water basins shown with a significant amount of storm water management on site to handle the

development of what is shown, a total of 58 units. He advised of the right-of-way being installed. He stated that was a bird's eye view of the developer's due diligence.

Chairman Smolik explained that the access to this development is an existing easement. He asked the applicant to go over exactly how that would work and how they were proposing they would turn that into a right-of-way.

Mr. Appell stated there was a title search done on the property that was well over 300 pages and that they had found an easement for the existing driveway that is currently there. That driveway would need to be widened. He explained that on average the driveway was about 12 feet wide currently and would need to be widened to 26 feet and as the road gets closer to State Route 83 it is about 20 feet wide. He explained that the easement would need to turn into a right-of-way and that the developer was looking at the residents to acquire the space needed.

Chairman Smolik asked if the applicant had any purchase agreements with any of the residents.

Mr. Appell stated that they didn't.

Chairwoman Swallow asked if the units would be for sale or for rent.

Mr. Kozak stated the units would be for rent.

Mr. Abens explained that he sees an issue that he is currently facing with another subdivision. He asked the applicant if there were any plans for sound barriers.

Mr. Kozak stated that as shown in the preliminary landscape plan, there will be trees and some mounding and there are a couple fields in the way as well. He further explained that they will be doing a sound study next year.

Mr. Abens explained that if a sound barrier isn't built, the City will be hearing from those residents asking for a sound barrier wall.

Mr. Kozak stated that it is in their plans as shown.

Chairman Smolik asked regarding the easement, if there were four parcels they would have to purchase land from.

Mr. Appell stated that he believed there were two. He explained that one of the existing property owners will be selling the property to Mr. Kozak and the development.

Mr. Kozak explained that he believed that was correct. There were four parcels.

Chairman Smolik asked if the whole entire project hinges on acquiring the right-of-way because there isn't an alternate route to get in this parcel.

Mr. Kozak stated not at this time but they have contemplated alternate routes if other adjacent properties were acquired but the current route is the one that was shown.

Chairman Smolik asked if besides the entry way, that the rest of the road through the subdivision is all city right-of-way and would be dedicated street.

Mr. Appell stated that was correct.

Chairman Smolik asked what the reason was for choosing a dedicated road as opposed to a private road.

Mr. Kozak explained that in conversations with the City it seemed like a good option and they had the room to do it and have City services provided not only to the residents of the development but also to residents of the street. It would bring sidewalks and plowing and things like that for the people who live there.

Chairman Smolik asked for questions or comments from the Administration.

No questions or comments were offered.

Chairman Smolik stated he would open the floor to the public and explained that they would go up to the podium and state their name and address and they would be free to speak and ask questions or if they had any comments.

Zane Havemann, 7625 Avon Belden Road, North Ridgeville, Ohio 44039.

Mr. Havemann stated that he had recently purchased the property at 7625 Avon Belden Road, that stretches from the center median right around to the back. Geraldine Wilson was the previous owner and that he is the new owner of the property. He stated that he shares the concern regarding easement. He stated that the road is a shared access driveway and wasn't a public street. He further explained there were three easements he recently purchased. He stated one easement was for Ohio electrical and the other two easements were for Ohio Turnpike. He stated his real estate agent didn't find any easements with regard to increasing the size of this little street. He further explained that there is a gas line as well as electrical that runs along the side of the street. He advised that when the road would need to be widened it would encroach upon his front door. He stated that when he bought the property it was nice and quiet and serene and he enjoyed living there but that this project would suddenly put all of the traffic right past his front door. He stated he understood the road would be widened 16 feet, possibly, and that would come towards his front door. It would dig up his trees, dig up his property, dig up his driveway and run some sewer and storm water, increase paving and it made him uncomfortable. He advised that as of now, he hadn't been approached with any kind of recommendations or any consultations and they haven't seen any plans. He stated that right now he is uneasy, which means that he opposes the project. He stated he wasn't sure if it had anything to do with the City and dedicating to the

City, he didn't know how that would work either. He explained that as of now he opposed the easement. He further explained that attending the meeting August 26th, it was pretty clear at that time that the City was eager or that Council was eager to build this development. He stated that the project sounds very nice, but his main concern was the increased flow of traffic suddenly coming up in front of his front door. He stated that if Mr. Thomas Thibo was talking about selling and then turned and asked Mr. Thibo if he had sold his property.

Mr. Thibo stated no.

Mr. Havemann stated that Mr. Thibo could sell his property, sure. Could the road come directly up through that property, sure. He stated that would mean building an up ramp that would save him and his neighbor, Mr. Galvez, the most impacted by this development in terms of traffic, volume and flow, ambulances, staff and visitors constantly coming past their front doors. He explained that it made him uneasy.

Chairman Smolik asked if the City Engineer would give a quick explanation of what a city right-of-way is and what that would entail.

City Engineer Rodriguez explained that the land that is there has access rights due to an easement that had previously been granted. He stated that in essence if the applicant made the improvements and made them up to the City standards, the City could accept that as right-of-way, but that's a process.

Chairman Smolik stated that the land would have to be purchased and then would have to be given to the City.

City Engineer Rodriguez explained that that was correct. The land would have to be purchased. There would have to be purchase agreements between all of the different property owners and those splits would have to be done in accordance with state laws. He further explained that at that point in time, those easements or purchases could be handed over to the City for right-of-way purposes.

Mr. Havemann stated that essentially it would have to be an easement, in which case he would have to be involved.

Chairman Smolik stated that he wanted to make sure Mr. Havemann understood that it's not an easement anymore. It would be a City street. It would be a City right-of-way. It would be City property. It wouldn't be Mr. Havemann's property.

Mr. Havemann explained that it would become a street. He then asked if he would own either side of the street because that would still be his property or would that fall away.

Chairman Smolik advised that that would depend on the sale agreement.

Mr. Havemann explained that he has had no information, no volume study, no plan. He stated no one has spoken to him. He said no one has said, “look, it’s not going to impact you negatively. It’s going to be this distance away from your door”. No one has gone to my neighbor Mr. Glavez and said, “Don’t worry about it. Your children can still ride their bicycles up and down the street”. He stated he looked at the traffic module that is all based on theory and some formulation. He further explained that it is all nice and well until you live on that street. And that if the theory fails he has to live with it. He stated currently he is uncomfortable with the project and is opposed.

Mr. Appell stated that as far as the driveway goes, it’s about 12 feet wide, and would have to be widened to 26 feet wide, so about 14 feet additional and would be 7 feet on either side. He stated that if they could move it closer to the west, toward State Route 83, they would do that as well.

Chairman Smolik asked for questions or comments from the public.

Karen Buttrey, 7686 Avon Belden Road, North Ridgeville, Ohio 44039.

Ms. Buttrey stated that she lived across from where the developer plans to build. She advised that their problem, the whole street, was being able to get out of her street on to State Route 83 and that this project would bring more traffic. She stated that they will never get out of their street. She further explained that in the winter time it’s horrible because they always have to call the city to come and plow the street out because the street is low. She explained that coming up the hill in the winter, the cars slide back down and if traffic is coming they will not be able to get out of their street. Ms. Buttrey stated that she has lived there for 28 years and it isn’t getting any better with the traffic. She advised that Mr. Kozak stated he didn’t need to do a traffic study but she begged to differ. After 28 years of trying to get up the hill and past the traffic on State Route 83 trying to get to work, she has to jam on the gas pedal just to get out and take a chance that she may get hit by the traffic. She stated she is opposed to the project and that her whole street was as well.

Chairman Smolik stated that he had a question for the engineer on record. He explained that his understanding was that the grade on the project’s side isn’t as bad as the grade on Ms. Buttrey’s side, that it was more level terrain.

Mr. Appell advised that the road that is currently there goes over the overpass. The existing road would be brought up to improve the sight distance. He explained that that was part of the design.

Chairman Smolik asked for any other questions or comments from the general public.

Guy Appel, 6561 Pitts Boulevard, North Ridgeville, Ohio 44039.

Mr. Appel stated that the notice he received in the mail states that the project is at 37501 Center Ridge Road. He explained that he had no idea where that is. He asked if there was a map that he could see exactly where the project location is.

Chairman Smolik advised Mr. Appel that he was referring to the second application which is Jiffy Lube. He stated this is the first application and it's right near South Central Park.

Mr. Appel stated that he had no idea where any of these roads were that the applicant and Commission were referring to.

Chairman Smolik advised the road was State Route 83.

Mr. Appel explained that he doesn't live by Avon Belden Road.

Chairman Smolik stated that was correct. But that Mr. Appel was referring to the second application and he would advise him when to speak on that application. He further explained that there were two projects on the agenda and were currently on the first project. The second project involved Mr. Appel.

Issac Galvez, 7667 Avon Belden Road, North Ridgeville, Ohio 44039.

Mr. Galvez explained that last month he stated he didn't think it was a good idea to have a senior development at this location. The location is exceedingly loud. He stated the applicant said they were going to do a sound study. He further explained that he could use his impact tools late at night and his neighbors won't complain or hear a thing because the highway is that loud. Especially at night time, the sound gets worse. He stated the second issue he had was the traffic. He advised that being a former law enforcement officer, he has personally dealt with traffic accidents. He stated he was also EMT qualified at that time and has provided patient care. He explained that one of the reoccurring things regarding accidents he saw regularly was bad road design. He stated in his opinion, that is more of an issue than behavior issues. He stated that when he saw the traffic study the applicant had provided, he dug into a little more of the details. The study compared traffic models of senior residential models that are similar in kind but it didn't take into consideration State Route 83 and the current traffic conditions that exist on that road. If the applicant had incorporated State Route 83, he would have the data to know if that road is already at capacity. He explained that it takes him three to five minutes to get out of his road on a sunny day with no traffic. On peak hours, he stated he waits five minutes at least. He explained that that entrance to State Route 83 is a blind spot and there is a bridge that cars are coming down well over 35 miles per hour and that they are trucking at about 55 miles per hour. He advised that North Ridgeville Police are parked all the time at South Central Park to try and give speeding tickets. He stated that it was a big concern. He explained that if the project is for a senior development, seniors wouldn't be responsive to that kind of traffic. He further explained that he would not agree to sell any of his land for it to become City property. He stated that right now, the road going down the property goes all the way down to Thibo's and it is the responsibility of each of these neighbors to take care of that road. For the most part, the Thibo's had been taking care of the road because they had a business there. Mr. Galvez advised that he had paid \$3,000 of his own money to pave the corner of the road to fill pot holes to help maintain the road. He explained that it wasn't a road he wanted to give up. He stated he enjoyed his property and wouldn't enter into a purchase agreement. He thought it would be a really good

idea if Mr. Thibo was willing to sell his property to the development that they would have the access they need and wouldn't have to fight himself or Mr. Havemann on getting property rights.

Chairman Smolik explained that regarding the sight distance as cars approach, the developer did say they ran a study on it and the sight distance is there.

Mr. Appell advised that they did look at the sight distance and there are lots of elevations there. He stated they could pair everything up to the Ohio Department of Transportation's land development manuals. He stated that was standard that all engineers when they are doing a roadway design, that's in addition to what's required from the City of North Ridgeville. On the traffic study that was done, the same premise, there is a standard of care that is done. He explained that TMS Engineers are a professional traffic management company and they performed the study. He advised that you look at what the use proposed is and the amount of traffic that will be developed and that's what gets analyzed.

Chairman Smolik asked if there was anyone else who wanted to speak on the matter.

Mr. Galvez stated the traffic study data that was provided was only regarding traffic that is coming out of the development. He advised that the study did not include in its data how much traffic is already on that road, which he believed was a very crucial point. He explained that the traffic study needs to include how much traffic is on State Route 83 so that the people that are in that development can get out safely. He further advised that without that major piece, the study is only doing half the work.

Chairman Smolik advised he would close the public comment section. He asked for any further comments or questions from the Commission.

Member Abens stated that he did hear something that disturbed him. He explained that the one gentleman that spoke stated that the road was going to be 16 feet from his front door. He advised that that doesn't meet City codes.

Mr. Havemann explained that what he said was that the road would have to extend from where it is now 16 feet toward the front door. He hadn't measured the actual distance but the road would come 16 feet towards. It would be chopping 16 feet off of his property, trees, lawn and bringing traffic that much closer to his front door.

Chairman Smolik stated that there was also discussion that the developer would look at trying to shift the road more west so that it wouldn't impact that setback as much.

Mr. Havemann stated that there are power lines and gas on the other side of the road.

Chairman Smolik asked if the developer wanted to talk a little bit more about that shift.

Mr. Appell advised that the existing utilities would be incorporated. The electric that was on State Route 83 is already an easement to the applicant's right-of-way. He stated the project would

be butting up to that as close as they could and shifting the road further west as much as they could. He explained that the road shouldn't get any closer to Mr. Havemann's property than 7 feet which would be the maximum.

Chairman Smolik asked for further questions or comments from the Commission members.

Member Abens stated sidewalks to the development had been mentioned but asked if sidewalks would also be installed on the access road as well.

Mr. Appell stated they would.

Chairman Smolik asked for final comments from the Administration.

Mr. Abens stated he would like a condition placed that a sound barrier be included in the project.

Chairman Smolik asked if Mr. Abens was referring to a full design for a sound barrier or for a study.

Mr. Abens stated that he wanted a physical sound barrier and that trees don't count. Trees aren't a good sound barrier. He explained he has experienced this problem with some of the neighborhoods in his ward and that folks won't realize the sound until they are there that the Turnpike is noisy.

Chairman Smolik asked if the developer wanted to comment.

Mr. Kozak stated that the sound is something they are considering and as the landscape design shows the development will have trees and plan on mounding as well.

It was moved by Swallow and seconded by Graupmann to approve with the condition of of the sound barrier.

A roll call vote was taken and the motion carried.

Yes – 4 No – 0

Chairman Smolik asked for the next application to be read.

APPLICANT: Frank Malawski, Sevan Solutions, 3025 Highland Parkway, Suite 850, Downers Grove, Illinois 60515

OWNER: Rini Realty Company, 924 Westpoint Parkway, Suite 150, Westlake, Ohio 44145

REQUEST: Construction of a retail automotive quick oil change on an existing parcel consisting of one (1) 3,064 square foot building

LOCATION: 34385 Center Ridge Road in a B-3 District
Permanent Parcel No. 07-00-016-112-001

Application was read.

Administrative comments were read.

Chairman Smolik asked the applicant to state their name and address for the record.

Frank Malawski, Sevan Solutions, 3025 Highland Parkway, Suite 850, Downers Grove, Illinois 60515

Chairman Smolik asked the applicant to explain his project.

Mr. Malawski thanked the Commission for the opportunity to present the Jiffy Lube project that will encompass the .82 acre development. He explained that the main frontage is on Center Ridge Road and the additional frontage is on Pitts Boulevard, the north south street. The cars will be entering the existing driveway. He stated the project will use the existing curb cut that is at the the supermarket on the right and relocating the drive on Pitts Boulevard down south. They will be removing the existing road and adding a new one on the west side of the property. The way the cars will approach the building is that they will enter from the rear and they exit out of the front, which is the way the order of operations is for Jiffy Lube. The site drainage is currently going from north to south the way its been designed. He stated that what is currently designed is where the trash enclosure is located, in the line of parking is draining and there will also be drains under the development that will route the storm water going from north to south. He stated there is a preliminary storm water narrative that was provided to the engineers for the City which is currently under review. He explained that unlike traditional service stations, automobiles are serviced while the customer waits, so there would not be any overnight parking on the property. The typical Jiffy Lube has 8 to 10 parking spaces primarily for the employees during shift changes and the current site has 16 plus one, so that would be 16 spots plus one 80 inch stall. The landscaping to the rear is screened with some evergreen elements along the trash enclosure, the landscaping strip starting from the trash enclosure down west. There is also the buffer that is provided for the storm water drainage area that is shown. The hours of operation are typically between 7 a.m. to 8 p.m. daily. Peak hours are Saturday afternoons. There are four to six employees per shift, one being a location manager. The services that Jiffy Lube provides are oil changes, vehicle inspections, filter changes, fluids, battery replacements, brakes, exterior glass and suspension. He explained that Jiffy Lube doesn't really do much with gasoline. Most of the flammable liquids would be window washing fluid. He stated that per the comments, they will speak to the Fire Chief on all of their concerns when the full plan is developed going forward. He advised that the trash enclosure will be a full concrete masonry unit (CMU) wall screened trash enclosure. The enclosure isn't something that will be transparent. He advised that the signage was typical as part of their submission. He explained that the exterior building materials are exterior insulation finishing system (EIFS) on the building. There will be landscaping on all sides of the building. On the west there will be trees and on the southern end will be some evergreens. On the north there will be elements added and also shrubery that will surround the building. There will be an American's with Disabilities Act (ADA) stall and some striping to the west for a pathway. He thanked the Commission for their time.

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

Member Graupmann stated he was at the property and asked if the applicant was moving the entrance road off of Pitts Boulevard and would go in front of the bays.

Mr. Malawski explained that the road would be moved south.

Member Graupmann stated it appears the road curves up towards Center Ridge Road so the bays would be in front of the access road.

Mr. Malawski explained that the way the project is aligned, the vehicles will go into one of the four bays.

Member Graupmann stated he understood.

Mr. Malawski advised that the cars would go from the south to the north and the long elevation is the entry point of the vehicles.

Chairman Smolik asked for questions and comments from the Commission.

Chairman Smolik stated it appears the project is being shoe horned into a small area. He asked if there had been any conversation regarding a three bay building as opposed to a four bay building or if that was a business model where a four bay is needed to be profitable. He further explained that Jiffy Lube has several two and three bay locations elsewhere. He asked the applicant to explain why the four bay was chosen.

Mr. Malawski explained that the reason the four bay was chosen was due to the way sites are selected and the initial schematic on what can be placed on the property. He stated that was the best choice for the client to provide that locally and to provide better customer service, less wait times, that kind of element to the property. Providing better value for the community.

Chairman Smolik stated the applicant would have to obtain variances in order to make the project work because the side street still has a front yard setback. He explained the applicant would be short by 13 feet. He further explained eliminating one bay would fulfill the code requirement.

Mr. Malawski advised that they were applying for several variances for BZBA coming up and are currently investigating the issues at the next meeting on October 28th.

Chairman Smolik asked for questions for comments from the Administration.

City Engineer Rodriguez stated he had a set of plans but did not believe they were final plans and will be reviewed. He explained the size of the lot was .82 and they don't typically require as

much storm water retention since it's under an acre but it appears they have a pond there and he assumes that would be the 50 percent water volume that is required by code.

Chairman Smolik stated the applicant did turn in their traffic study as well. He explained that the study was compared to a bank because that was what was originally in that location prior to the street widening project.

City Engineer Rodriguez advised that there was a First Federal of Lakewood at that location previously.

Mr. Malawski stated that per that report a bank would typically have 272 trips. The new proposed use would have 160 trips and that would be 122 less trips than the bank had prior. It would be a less impactful development to what was there previously.

Chief Building Official Fursdon advised that for the record, the City requested that they move the Pitts Boulevard entryway into the south so that traffic could stack better and traffic could easily get out of the shopping center off Pitts Boulevard. He stated that currently traffic blocks that driveway and makes it difficult to get in and out of there. He explained that was done at the City's request. The applicant would also need a side yard variance because there is an existing property line that they are right up against. The Zoning Board could grant the variance to them. He stated they could combine all the property as one. He further explained that the applicant will need to figure out if there is enough distance between buildings and may have to fire rate the exterior wall on that side of the building.

Chairman Smolik stated he believed the ordinance is 25 feet between two commercial buildings. He explained that he kept going back to making the project have three bays. He then asked if the applicant was stating that the outer loop wasn't necessarily for Jiffy Lube but another way to get in and out of the entire plaza.

Mr. Malawski stated that was correct and thought there were benefits to both developments to have that circulation lane in that area.

Chairman Smolik asked if Jiffy Lube realized that the lane will be used for that purpose.

Mr. Malawski advised that was correct and stated they worked with the developer, Rini Realty, for the entire parcel as they have ownership of all those parcels. He advised that was the plan of attack they had come up with when it came to potentially building a Jiffy Lube in that location after investigating the site and the .82 acres and trying to fit that on the parcel and maintain some type of safe circulation around the building so there are no blind corners or bad design intents when it came to the new building.

Chairman Smolik asked for questions and comments from the general public.

Mr. Appel stated that now he knows where it's at, that it was at Giant Eagle. He explained that Mr. Ali told him that the senior development would be behind Rini's and that's not anywhere

near what they were talking about. He explained that he didn't even have to come to the meeting. He explained that previously there had been maps on the back of public notices and citizens could see where the location was.

Chairman Smolik advised that the public could always call and something could be sent out if requested.

Chairman Smolik asked for any other questions or comments.

Member Abens stated that people will be using the proposed lane to cut through the area.

Mr. Malawski asked if he was referring to the proposed northwest drive.

Member Abens stated that was correct and that on Pitts when entering the small parking area, where folks enter, that cut through, folks are going to use it. He explained that he just wanted the applicant aware that it would be used as a cut through. He then asked if the site plan included sidewalks.

City Engineer Rodriguez explained that there are sidewalks on Pitts and a walking trail. Jiffy Lube does show a crosswalk from their location over to the sidewalk on Pitts and that it will be accessible.

Chairman Smolik stated he had one final comment, because he sits on the Board of Building and Zoning Appeals as well, that the applicant needs to take a look at changing to a three bay development and questions and comments regarding that may come up in that meeting as well.

Chairman Smolik asked for questions or comments from the Commission.

No questions or concerns were offered.

It was moved by Swallow and seconded by Graupmann to approve the application.

A roll call was taken and the motion carried.

Yes – 3 No – 1

ADJOURNMENT:

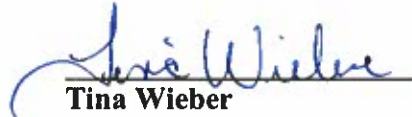
The meeting was adjourned at 8:00 PM.

**NORTH RIDGEVILLE PLANNING COMMISSION
REGULAR MEETING – TUESDAY, OCTOBER 12, 2021**

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James Smolik
Chairman



Tina Wieber
Deputy Clerk of Council

Tuesday, November 9, 2021
Date Approved