

CONCORD TOWNSHIP ZONING COMMISSION
LAKE COUNTY, OHIO
REGULAR MEETING

Concord Town Hall
7229 Ravenna Road
Concord, Ohio 44077

August 2, 2016
7:00 p.m.

TRANSCRIPT OF PROCEEDINGS

Zoning Commission members present:

Rich Peterson, Chairman
Rick Gorjup, Vice Chairman
Andrew Lingenfelter
Frank Schindler
Morgan McIntosh

Also Present:

Bruce Bullard, Zoning Inspector
Heather Freeman, Planner

Melton Reporting
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1 7:02 p.m.

2 CHAIRMAN PETERSON: Good evening, all. I'd like to
3 call to order the Concord Township Zoning Commission meeting
4 for Tuesday, August 2, 2016. Tonight our primary agenda items
5 are a work session for potential zoning amendments for parking
6 updates. And in your packet, you should have five different
7 sections labeled 1A, 1B, 1C, 1D and 1E. Those are the items we
8 are going to go through tonight. Hopefully, you had a chance
9 to look those over. And we also have some supplemental
10 information that Heather gave us here on parking updates from
11 other locations that we can use as a reference.

12 So I guess I will begin with 1A, if everyone takes
13 out 1A, Definitions, and these are, the following definitions
14 are for consideration as they relate to the parking section.
15 And we have all of our common terms that we would use in here.
16 Does anybody have any questions or comments on these terms, and
17 that would be the definitions themselves? Everything look
18 pretty straightforward?

19 And then there is a little more detail on pages 2 and
20 pages 3 where we go into useable floor area and some of the
21 other more detailed definitions, vehicle, recreational vehicle,
22 so forth. Any discussion on any of those definitions?

23 MS. FREEMAN: Excuse me, Mr. Chairman.

24 CHAIRMAN PETERSON: Heather.

25 MS. FREEMAN: I figured I could, I could walk, walk
26 us through, kind of, like what I had thought maybe we could
27 talk about --

28 CHAIRMAN PETERSON: That would be great.

29 MS. FREEMAN: -- maybe in relationship to this to,
30 kind of, give you an idea where I was coming from.

1 CHAIRMAN PETERSON: Okay.

2 MS. FREEMAN: So the definitions for the parking
3 section, we talked about last month that we probably should
4 consider creating some for some of the things that we regulate
5 in there just for increased clarity for users of the Code and
6 for staff, too. And so on page 1 here of the agenda item,
7 Definitions, these were what I was proposing as a draft that we
8 could consider for Concord when looking at some adjacent
9 communities and some other models, including the Chagrin River
10 Watershed Partners. This is just a first attempt at what are
11 some of the terms that we should consider defining, and they
12 may change as we, kind of, work through this section.

13 And then the other subsequent pages, 2 and 3, these
14 are our existing definitions that we have in the Zoning
15 Resolution that somewhat relate to any kind of parking or
16 streets or vehicles or anything that we, kind of, regulate in
17 the existing Section 29, Parking. So the first one is that
18 useable floor area and that's how we determine the minimum
19 number of required parking spaces per use that's in this
20 Section 29. These other terms are already in the Zoning
21 Resolution. We may need to come back and look at these and
22 tweak them depending on if we make any changes to any of the
23 sections that they relate to.

24 And, actually, if I look at this right now, that
25 definition of "commercial motor vehicle," it says, the last
26 section of it says "primarily for profit with a maximum weight
27 of 10,000 pounds." Actually, in the Resolution, it's gross
28 vehicle weight of 10,000 pounds. So that's probably one thing
29 right there that we probably should change because we're
30 regulating the gross vehicle weight and not the vehicle weight.

1 MR. GORJUP: So not maximum weight but gross.

2 MS. FREEMAN: Maximum gross vehicle -- Well, yeah,
3 with a maximum gross vehicle weight.

4 And then even on, like, the third page there, Bruce
5 and I were talking about these the other day in the office.
6 The street types, we may want to look at a couple other, like,
7 the American Planning Association's definitions on these
8 because, for example, the "cul-de-sac" definition, it talks
9 about serving several individual home sites grouped around the
10 turnaround. Well, we could have cul-de-sacs in, you know,
11 nonresidential districts as well or for nonresidential uses, so
12 we may want to look at changing that definition there to not be
13 so specific to residential homes. There is the same thing for,
14 like, a loop street. So I could look into some suggestions for
15 changing those.

16 CHAIRMAN PETERSON: Okay. Is it safe to assume on
17 this front page, the new proposed definitions, pretty much, are
18 benchmarked from other sources or were they created from
19 scratch?

20 MS. FREEMAN: These were looking at the Chagrin River
21 Watershed Partners' model.

22 CHAIRMAN PETERSON: Right.

23 MS. FREEMAN: And then we have a publication that's
24 put out by the American Planning Association that is strictly
25 all planning terms, definitions.

26 CHAIRMAN PETERSON: Okay.

27 MS. FREEMAN: And then I looked at a couple
28 surrounding Ohio townships and, kind of, looked to see what
29 they were crafting. And some of those were written by
30 well-known consultants, planning consultants in the area.

1 CHAIRMAN PETERSON: So they're pretty standard then.

2 MS. FREEMAN: Yeah.

3 CHAIRMAN PETERSON: Okay.

4 MS. FREEMAN: And then tweaking them for Concord. So
5 that was it really on the definitions at this point.
6 Obviously, we may go back to those or change things as we get
7 into looking at some of these more -- these other items in
8 detail.

9 The next item, the Units of Measure, this is the
10 existing section of the text. What you see in red is what I
11 was suggesting that we change just to, to provide clarity on if
12 you are proposing a project, say, for example, like the
13 Discount Drug Mart. When we reviewed that site plan, they had
14 multiple uses on the site and, when they calculated the
15 parking, you had to make sure it was the summation of all the
16 different individual uses in order to meet the parking.

17 So, basically, that's what this is saying. If you
18 have multiple uses, the off-street parking areas, you have to
19 provide parking in the amount equal to the combined total for
20 each use. It's just putting it out there just to make sure
21 we're covering, you know, the Township on that. Does that make
22 sense?

23 MR. SCHINDLER: That makes sense. But I understand
24 there is a push to do things more in ecology with nature and do
25 away with parking spaces, if at all possible, and put in more
26 green space and stuff to help with water, you know, retention
27 and all that stuff.

28 MS. FREEMAN: Right.

29 MR. SCHINDLER: Will this somehow achieve that?

30 MS. FREEMAN: That won't, but there are some other

1 things that we were -- I was going to consider. And that's why
2 I gave you, also, the copy of the Chagrin River Watershed
3 Partners' model. They've got several good suggestions in here
4 that we could talk about, from putting a cap on, like, the
5 maximum number of parking spaces or putting like a range, like
6 here is the minimum, here is the maximum. You can go anywhere
7 in between. You can't go over or you can't go under. I have
8 seen some communities that allow you to do some range. So,
9 like, they will give you the standard and say, "We can do 10
10 percent less or 20 percent more. But if you want to vary more
11 than that, then you have to come get a variance."

12 Then there is other provisions for, like, the shared
13 parking where, like, if you have two different uses that
14 operate in two different times, you know, like a bank and a bar
15 that's only open in the evening, if there is some written legal
16 agreement where they would share those parking spaces, that
17 might be a way to decrease the number of parking spaces out
18 there.

19 MR. SCHINDLER: I think that's a good way to go
20 because, many times, you can go around the shopping malls and
21 there is hardly any cars in there and they've got miles of
22 asphalt sitting there, you know, where maybe if they have a
23 convention or something where they might need it, there is
24 surrounding areas that I am sure that would be better for them
25 to use just for that one instance, you know.

26 MS. FREEMAN: Right.

27 MR. SCHINDLER: In the meantime, let them cut back so
28 you won't have to have so much impervious, you know, asphalt
29 out there that doesn't allow, like they talk about,
30 conservation and things of that nature.

1 MR. LINGENFELTER: Yeah. But during that two weeks
2 between -- right after Thanksgiving, you don't find a parking
3 space anywhere.

4 MR. SCHINDLER: Oh, I know. That's what I mean,
5 Thanksgiving, probably out of the whole year.

6 MR. LINGENFELTER: Right.

7 MR. SCHINDLER: You know, there is places where they
8 have like, for example, on 84, sure, they've got the Great
9 Lakes Mall but then they've got the school right across the
10 street that has tons of parking over there that, in some ways
11 if there is an overflow, maybe the school would allow them to
12 use that. If we can set things up like that here as we're
13 doing Township Center, that would be great, in my opinion.

14 MS. FREEMAN: Uh-huh. And, actually, I guess we
15 could, kind of, skip to -- if you want to talk about that a
16 little bit more, if you look at the Chagrin's model, if you
17 have that here with you on page 7, 7 and 8, and then, actually,
18 if you flip to the packet that I had sent, that we mailed to
19 you, the agenda Item 1E, Alternative Parking Options, on the
20 second page there. Currently in our text, in Section 29.08, we
21 do have a paragraph that briefly touches upon the idea of off-
22 street or shared parking between entities. It's a good start
23 but maybe we should consider providing some additional
24 safeguards, such as requiring that reciprocal agreement between
25 the two parties or maybe requiring them to show some kind of
26 parking study that would validate the reason why they could do
27 the shared parking.

28 MR. SCHINDLER: Sure.

29 MS. FREEMAN: And then maybe set -- and then set a
30 maximum percentage of the parking that could be -- that could

1 not be provided based on that agreement. And I thought Chagrin
2 River Watershed's model, kind of, had some good suggestions on
3 there that we could take into consideration if that's something
4 that we wanted to enhance.

5 MR. SCHINDLER: Yeah. I went through that briefly
6 and I thought it had a lot of good ideas there that I would
7 like to maybe see us consider for Concord, especially since
8 there is so much building going on now.

9 MS. FREEMAN: Like you said with the Town Center, are
10 you talking?

11 MR. SCHINDLER: Yeah.

12 MS. FREEMAN: Or the Capital District?

13 MR. SCHINDLER: Yes.

14 MS. FREEMAN: I think that that's going to be
15 something that we probably want to encourage over there.

16 MR. SCHINDLER: Sure. Yes, most definitely.

17 MR. LINGENFELTER: I would rather have more parking
18 than not enough. I've driven through a lot of quaint towns
19 that had no parking and I drove through them because there was
20 no place to park. It's nice -- I think I would rather have --
21 Have you ever been to downtown Willoughby when it's crowded?

22 MR. McINTOSH: I was going to say, Friday night,
23 downtown Willoughby.

24 MR. LINGENFELTER: Ever been to Chagrin Falls when
25 it's crowded? Ever been on Coventry when it's crowded?

26 MR. GORJUP: That's because they were grandfathered.

27 MR. LINGENFELTER: Right.

28 MR. GORJUP: That was then, when they didn't have --

29 MR. McINTOSH: Right.

30 MR. GORJUP: -- rules and laws and regulations. Now

1 it's a little bit --

2 MR. LINGENFELTER: But you try to go to some of those

3 places --

4 MR. GORJUP: Right. I understand.

5 MR. LINGENFELTER: -- and have dinner or go shopping

6 and there is no place to park and then what do you do? Then

7 you've got --

8 MR. SCHINDLER: I know, on weekends, it's like that,

9 it seems like, of course.

10 MR. LINGENFELTER: Right.

11 MR. SCHINDLER: But during the week, none of that is

12 that bad. And if you go -- I know you said Willoughby. If you

13 go around the streets, not on the front street but behind

14 there, there is alternate parking back there that they have

15 available.

16 MR. LINGENFELTER: I was downtown last Wednesday for

17 the Nat's game and it was a 12:00 game.

18 MR. SCHINDLER: Yeah.

19 MR. LINGENFELTER: All the parking lots were full.

20 MR. SCHINDLER: Really?

21 MR. LINGENFELTER: In downtown Cleveland, I mean,

22 every lot.

23 CHAIRMAN PETERSON: Yeah, during the day.

24 MR. LINGENFELTER: Yeah, because it was during the

25 day. You had all the people that were down there for work and

26 then there was a lot of people down there for the game and

27 there was no place to park. I drove around for quite a while

28 looking for parking lot that didn't have a "full" sign in front

29 of it.

30 MR. GORJUP: And that was five miles away.

1 MR. LINGENFELTER: Yeah. I could have parked down at
2 the Wolstein Center.

3 MR. GORJUP: Right.

4 MR. LINGENFELTER: And hoofed it for a mile or two,
5 yeah. I would rather, I would rather make sure that we have
6 enough parking or, at least, adequate parking for the
7 businesses that we have.

8 MR. GORJUP: Do we have, right now, do we have a
9 minimum based on a project coming in?

10 MS. FREEMAN: Right.

11 MR. GORJUP: Like the Drug Mart. Is there a maximum?

12 MS. FREEMAN: No.

13 MR. GORJUP: No, okay.

14 CHAIRMAN PETERSON: Well, I think a good example is
15 Grist Mill. There is plenty of parking over there at all
16 times. I've never not been able to find a parking spot there.
17 And that serves a dozen different businesses. So that seems to
18 work out pretty good. It's not too much and it's not too
19 little. It's a pretty good balance.

20 MR. LINGENFELTER: Yeah, I would agree with that.
21 Grist Mill is --

22 CHAIRMAN PETERSON: So how do they calculate that,
23 Heather, when -- if you are going to have 10 stores in there?
24 Do you go by the -- a maximum that they might expect to use and
25 come up with a total or --

26 MS. FREEMAN: Well, currently, in the text, actually,
27 if we look at 1C, the item that has the table here.

28 CHAIRMAN PETERSON: Okay.

29 MS. FREEMAN: I am not sure originally where these
30 numbers were generated from but I am sure they refer to similar

1 sources, like from the American Planning Association, even like
2 the International Traffic Engineers, but it's based on the type
3 of use. So if you're doing -- Well, right here, single-family
4 dwelling, you have to have two enclosed parking spaces and a
5 minimum of 500 square feet. Just go to like some -- A church
6 would have to have one parking space for every three seats in
7 the church. And then, like, retail uses are based on,
8 basically, the square footage of the, of the space. So if you
9 are going to build a retail strip center and you have 10,000
10 square feet of retail, then you divide that by the 250 and
11 that's how many spaces you need. But we've been seeing that
12 they usually -- it's not enough. They want more. They're
13 always providing more because either they feel there is a need
14 for it or, I mean --

15 MR. GORJUP: Rather safe than sorry --

16 MS. FREEMAN: Probably.

17 MR. GORJUP: -- by having more spaces than just the
18 minimum.

19 MS. FREEMAN: Uh-huh. I guess there is mixed
20 feelings on how that really works, you know, for a community.
21 I mean --

22 MR. GORJUP: You don't want them to have a big
23 parking lot with a few small stores.

24 MR. LINGENFELTER: Well, I think, I think, you know,
25 a good example was when we approved the Fioritto dental
26 facility on Auburn and Girdled Road there. When they came in
27 with their original plan, they had some pretty creative -- And
28 it was unprompted, really. There was no -- We had no real
29 requirements at that time but they came in with some pretty
30 creative drainage solutions with, you know, with --

1 MR. McINTOSH: Retention pond.

2 MR. LINGENFELTER: Yeah, reten -- Well, they had --
3 It wasn't just a retention pond. It was, you know,
4 specifically around the areas along the road where there were
5 going to be, instead of culvert ditches, they were putting in
6 indigenous plants and, you know, certain types of soils and
7 things that would absorb water and retain water and produce,
8 you know, a more beneficial effect from a stormwater
9 standpoint.

10 And I think, I think you could accomplish the same
11 thing with a big parking lot. You could require, you know,
12 that type of system, drainage systems or islands, instead of
13 having islands with grass and trees planted on them, you know,
14 which usually cause problems versus I would rather see them put
15 in, you know, some sort of, if they're going to have to put
16 islands in, maybe put some sort of islands with -- like we have
17 right down here in the parking lot at Township Hall.

18 MS. FREEMAN: Right.

19 MR. LINGENFELTER: You know, something that is
20 functional, put some native grasses in, you know, some common
21 vegetation, some indigenous vegetation and soils, a combination
22 of soils and stone or rock that is, is natural to the area and
23 creates a good drain, you know, a good runoff, a good drain
24 area that isn't going to have a lot of standing water, for
25 obvious reasons, but could be tied in to other underground, you
26 know, types of, you know, like you would with a leach field
27 with a septic system, you know, have them leach off into other
28 parts.

29 And you could get a lot more -- You could still have
30 the impervious surfaces for the required parking but be more

1 creative on how we handle the stormwater and the runoff around
2 the edges and through the middles and, you know, places where
3 they would have islands or turnaround or things where you would
4 normally have just something very unattractive and maybe get
5 creative with that stuff then. I would rather do that than
6 sacrifice parking, you know, for the businesses. That's my
7 opinion, of course, but --

8 MS. FREEMAN: That was one of the main things that I
9 was proposing that we take a look at. How could we incorporate
10 that a little bit better and make that a little bit easier for
11 the builder and the developer to do by maybe tweaking how we do
12 the landscaping within the parking lot.

13 MR. LINGENFELTER: Right.

14 MS. FREEMAN: Again, this code has some good
15 recommendations on that. And I actually spoke with Heather
16 Elmer, the director of Chagrin River Watershed Partners, and
17 she offered, if we wanted, she could come out and give a little
18 background or a little presentation on some of the things that
19 we could consider if we all felt that we wanted that little
20 additional background or assistance in going through our
21 process.

22 Some of the things I was suggesting in here, too,
23 were leading exactly to that, those areas like the rain
24 gardens, the bioretention.

25 MR. LINGENFELTER: Right.

26 MS. FREEMAN: Maybe tweaking how we require that 10
27 percent of the parking lot to be landscaped. So I was going to
28 get into that a little bit more, too, and see what your
29 thoughts were on moving forward with something like that.

30 CHAIRMAN PETERSON: Would she cover all of that in a

1 presentation if she came out?

2 MS. FREEMAN: Uh-huh.

3 CHAIRMAN PETERSON: I think that would be pretty
4 informative. It would probably enlighten all of us here on the
5 Board. Good idea.

6 MS. FREEMAN: I can reach out to her again and see if
7 we can do something at another meeting.

8 CHAIRMAN PETERSON: I would think so. Do you guys
9 agree?

10 MR. SCHINDLER: Sure.

11 MR. GORJUP: Yes.

12 CHAIRMAN PETERSON: Yeah, let's do that.

13 MS. FREEMAN: Okay.

14 Let's go ahead and take a look at the Minimum Number
15 of Required Parking Spaces Table. I was looking for some
16 feedback and some direction on a few things here. I've, kind
17 of, gone through and highlighted a few things. The first thing
18 I did was I put this into a little bit more of a user-friendly
19 table. I didn't change any of the text or anything. This is
20 all what, you know, exists right now in the Zoning Resolution.

21 I kind of went through and I was highlighting some
22 things that I felt were, like, a little hidden in here. Like,
23 to me, the purposes of this table, based on the heading, is
24 strictly the minimum number of off-street parking spaces for
25 each use. So, for example, like the single-family dwelling, we
26 have additional guidelines in here related to the, the surface
27 material that the parking in the drive should be and the
28 maximum coverage of that parking area in the front yard. And I
29 feel like it might be better to pull some of these things out
30 and put them in another section. And going down the list, too,

1 same thing for, like, the duplex dwelling.

2 I have highlighted a few things that -- it's
3 duplicating the same thing we say for single family. And then
4 the child or adult day care centers, kind of, went through my
5 reasoning here as we get -- Actually, if we flip to page 4 in
6 this packet here, I was recommending that we move the surfacing
7 for the driveways and the parking areas, the regulations that
8 we have in the table, to a new section that would contain some
9 general standards that apply to all parking areas. We could
10 also include some of the existing regulations in the parking
11 section related to, like, the landscaping, the lighting and the
12 striping, because as it stands today, Section 29.09, it
13 duplicates some of that same language in regards to the surface
14 materials, like concrete or asphalt and gravel drives. And one
15 of the things that you may want to consider is allowing that
16 pervious pavers that work well when you're trying to do on-site
17 stormwater management, allowing that. Currently in the Code,
18 we don't even reference pervious pavers or even permeable
19 asphalt. Those are other things that --

20 MR. McINTOSH: Those are relatively newer type
21 things.

22 MS. FREEMAN: They're newer, yeah.

23 MR. McINTOSH: I was thinking, as we were talking
24 about the water and that, I had seen a flier or something
25 somewhere and I think they're really cool. I saw one and,
26 like, I wanted the, if it weren't for the cost, on my driveway.
27 I think they're pretty sweet. I won't have to -- I mean, I
28 don't know. Have you guys seen it? It's the pavers with the
29 grass in between. It's kind of like old school but it -- so
30 there is no runoff.

1 MR. SCHINDLER: Yeah.

2 MR. McINTOSH: It just trickles into your -- They're
3 pretty nice. I was wondering where we -- if we wanted to
4 address that or if there is anything that, now, that we do that
5 regulates that or not.

6 MS. FREEMAN: Well, we're silent on those being
7 acceptable uses --

8 MR. McINTOSH: Right.

9 MS. FREEMAN: -- for surface area, for surface and
10 parking lot.

11 MR. McINTOSH: We should probably address that, yeah.

12 MS. FREEMAN: Yeah. Those are things that the
13 Chagrin Watershed, Chagrin River Watershed Partners could give
14 you some really good background on. I mean, there's cost and
15 benefits to weigh.

16 MR. McINTOSH: Yeah.

17 MS. FREEMAN: There is maintenance issues to consider
18 and things like that, so she can really provide you all the
19 different aspects to consider. The County is moving towards
20 incorporating those type of stormwater management, green
21 infrastructure, low impact development things in their
22 stormwater management regulations. So it would be a nice
23 pairing.

24 MR. McINTOSH: Are you aware, without -- Obviously,
25 we will have them come and do the presentation. But just as a
26 quick, short, are you aware of what they -- I mean, is the
27 maintenance stuff with that what -- Is maintaining a system
28 like that a big incumbrance to going toward stuff like that? I
29 mean, obviously, you throw a concrete driveway in or blacktop
30 and you're done for 30 years until, whatever, it starts to

1 break. I mean, I don't know what the maintenance cycle is on
2 some of these things. They do look like, you know --

3 MS. FREEMAN: Well, like the pervious pavers like we
4 have out here by the rain garden?

5 MR. McINTOSH: Right.

6 MS. FREEMAN: That has to be vacuumed, like, a couple
7 times a year. There is rules, like you're not supposed to
8 stack snow on them. Don't use salt on them. There is things
9 to look for. Like if you see grass going through them, you
10 know something is not right with the base of it where it might
11 need to be taken up and redone. But they probably have to be
12 maintained by, like, commercial type landscape people that have
13 been trained in that. So --

14 MR. McINTOSH: It's not a simple solution.

15 MS. FREEMAN: No.

16 MR. McINTOSH: It's more complicated.

17 MS. FREEMAN: A little bit more, yeah. And in
18 anything that we would include, I don't think we would require
19 them but we would like to encourage them if we could.

20 MR. McINTOSH: Well, it seems like we probably would,
21 with just the prevalence of them, include reference to them in
22 our text so that there is -- because right now, if you go
23 there, there is no, there is no yea or nay on it. It is like,
24 is this permitted, is it acceptable, kind of thing.

25 MS. FREEMAN: Right. So my suggestion on maybe
26 pulling out some of these, some of the items in the table that
27 relate to the surface of the parking and drives, what do you
28 feel about creating that section that would just have some
29 general standards for all parking areas and, kind of, just a
30 reorganization a little bit of the existing text and then

1 pulling out some of these other things and just moving it over
2 into a little bit more of a logical format? And then if we
3 were going to change any of the standards, we could talk about
4 that, too, like adding pervious pavers and permeable asphalt,
5 anything like that.

6 CHAIRMAN PETERSON: I think it's a good idea. It's
7 simpler, just simpler for us to manage.

8 MS. FREEMAN: One other thing, too, that we're going
9 to need -- we do need to do is, kind of, go through this table
10 and see if there are any uses that we're missing, for example,
11 like the outdoor dining issue. We know that outdoor dining is
12 becoming really important for restaurants and, currently, we
13 don't have any additional parking that's really required for
14 outside dining. So I think that's something that we want to
15 add onto this table and then even just, kind of, look at the
16 existing uses in here. We've got the single-family dwelling
17 listed but we probably should, technically, add that
18 single-family detached cluster dwelling, the dwellings that are
19 allowed in the R-3, a condominium-type ownership. We need to
20 list that in here as a use and specify the number of parking
21 spaces that are required for that.

22 And then there has been discussion before about,
23 like, guest parking in multi-family zoning districts like the
24 R-3 and then probably in the Capital District, too.

25 MR. McINTOSH: We've talked about that when we've had
26 some site plans, right, as far as where the overflow is and
27 what the restrictions of parking are. That comes up often.

28 MS. FREEMAN: Does it?

29 MR. McINTOSH: Yeah, it seems to.

30 MS. FREEMAN: I haven't been here when you've

1 reviewed any of those.

2 MR. McINTOSH: Yeah. I guess it goes back a few
3 years but I am thinking over by Gabriel's, I think, is it?

4 MR. BULLARD: Gabriel's Edge.

5 MR. McINTOSH: Yeah. We talked about that a lot, as
6 well as the Fire Department access, too, because of the
7 narrower roads there. But there was not a lot -- Aria's Way,
8 too, I think was an issue. We have, yeah, we've dealt with
9 that a couple times. It would probably be good to, to be on
10 top of that a little more.

11 MR. BULLARD: That has been a complaint of people
12 that end up buying into those condominiums. They are surprised
13 there is no place for --

14 MR. McINTOSH: Right.

15 MR. BULLARD: -- everybody to have, at least, one or
16 two people to come over and visit them.

17 MR. McINTOSH: Well, I've been by you in Aria's Way
18 and those are some smaller houses and smaller garages. You go
19 up that way -- I mean, I lived in a condo, too. The size of
20 some of the full size vehicles now, I mean, Escalades and
21 Tahoes, but even the pick-up trucks, I mean, you can't get them
22 in some of these smaller homes, these cluster homes. They
23 don't fit. So, you know, a good size SUV, too, you've got a
24 full size, somebody that's got a full-size pick-up truck and a
25 decent size SUV and they're parking in the driveway because the
26 garage is too small and now, boom, there is no room for people
27 to have visitors over, family come over. All of the sudden,
28 you've got three or four cars in the parking lot. Now the Fire
29 Department's got access problems, you know, where it's a tight
30 squeeze for everyone getting through. I have noticed that at

1 Aria's Way a lot.

2 I think we had talked, too, last time about the yard
3 issue there with respect to people doing different things. I
4 think we were talking about the condos last month and there is
5 stuff on the side of the houses because those units, the
6 garages are kind of small and they use them for storage and
7 there is a lot of that going on as well. So it definitely
8 seems like a reasonable issue.

9 MS. FREEMAN: I can take a look at some other
10 communities suggestions, come back with something as far as
11 maybe what we could do for guest parking in those type of
12 developments. It's different than your typical subdivision.
13 You can't park on the street when you're in a private road
14 there.

15 MR. LINGENFELTER: Well, you could, you could make
16 the setbacks from the road further so that they could put more
17 of a longer driveway in because that's a problem with a lot,
18 you know, a lot of the condos, you know. They put the, you
19 know, they give them the setback, you know, from the street to
20 the front is 20 feet or whatever. They've got about a 10 foot
21 driveway. It's enough, like you said, to put two cars in the
22 driveway. And if you maybe set, you know, give them another
23 20, 10 or 15 foot setback so they could have a longer driveway,
24 they could put four cars in the driveway instead of only two.

25 MS. FREEMAN: Right.

26 MR. McINTOSH: I think the issue, when I am thinking
27 of Gabriel's area, you are looking at a lot. I mean, you do
28 that and, all of the sudden, you're --

29 MR. LINGENFELTER: Right.

30 MR. McINTOSH: I mean, I don't know if that choice,

1 if they would want to just give up one unit or two units in the
2 thing and create visitor parking spots, pads somewhere within
3 the development that allow people to park four houses away and
4 then walk to someone's house, if that would be easier than
5 dealing with the setback. I mean, somewhere in there if we did
6 it -- I don't know -- if we got in the way that, sort of, gave
7 them options to either, you need to provide more capacity per
8 unit or you just might have to give up some units to provide a
9 certain amount per. Because we tried -- I don't recall the
10 conversation but I know that we asked them to stick in parking
11 spots in a couple of those areas or, at least, in Gabriel's
12 Edge we talked about having visitor spaces because of some of
13 those driveways were so short, and they did. They squeezed
14 them in and there was not a lot of room for that. Again, small
15 driveways mean, with the size of some of the vehicles now --
16 Your average pick-up truck is quite big. They're big, so they
17 take up a lot of space. It doesn't take but two of those --

18 MR. LINGENFELTER: My son lives in Cobblestone and
19 him and his wife have -- They both have a pair of Honda Pilots.
20 They ain't putting them in the garage. They got them in the
21 driveway and that's it. I mean, their cars, literally, are
22 from the, from the garage door, the front end of their vehicles
23 are, like, right on the street. I mean, there is no room there
24 at all.

25 MR. McINTOSH: That's not -- that's a trend that's
26 not -- I mean, cars aren't necessarily -- It seems like you
27 think they're getting smaller but they're not, they're getting
28 larger. So, I mean, that's going to be an issue. It is an
29 issue.

30 MS. FREEMAN: Well, one other, one other way to

1 address it maybe in lieu of doing a setback for the house from
2 the private roads, since we are really talking about parking
3 and driveways and stuff, would be to maybe consider like what
4 we have here existing for, like, the single-family dwellings.
5 We require a minimum of 500 square feet --

6 MR. McINTOSH: Right.

7 MS. FREEMAN: -- of parking area which is, basically,
8 your driveway.

9 MR. McINTOSH: Right.

10 MS. FREEMAN: We don't have any type of requirement
11 like that for, like, the cluster homes.

12 MR. LINGENFELTER: Well, yeah, because it will eat
13 into the density.

14 MR. McINTOSH: Right.

15 MR. LINGENFELTER: Because if they've got to free up
16 space to put in a parking lot, they're going to have to give up
17 -- they're going to have to give up units.

18 MR. McINTOSH: I don't know how you'd do it but I
19 think it would be interesting just to write text in a way to
20 just, sort of, put the onus on the developer to make a choice
21 about which way they wanted to go rather than us saying that
22 you have to do parking pads or you've got to do so much with
23 it. It's like, you've got to provide this much, you know,
24 square footage per or, if you don't, then maybe there is a
25 slider. We'll say, "Fine. If you don't do that in the
26 driveway, then the give is that you've got to come up with a
27 parking pad someplace. You've got to do an overall capacity
28 for the development," or something and look at in those terms
29 that just, sort of, let the developer pick the path they wanted
30 to go and, sort of, left it open but yet we are addressing what

1 we need. We're not stipulating setbacks or the driveway had to
2 be so big but you've got to, in the end game, kind of like the
3 RCD, you know, the percentage of bonus is based on how much
4 green space they preserve. Well, maybe we just have a
5 percentage of the size of the development. It's got to be, you
6 know, given this size of it, you've got to allocate this much
7 capacity. You've got so many units and so forth that there has
8 to be that much parking capacity throughout the development,
9 whether it's in pads or driveways or that kind of thing.

10 CHAIRMAN PETERSON: I like that idea because there
11 could be land within the development that's not really suitable
12 to put a unit on.

13 MR. McINTOSH: Right.

14 CHAIRMAN PETERSON: But it could put four or five
15 cars on as a parking area. Let them make the choice of how
16 they achieve the requirement.

17 MR. McINTOSH: Right.

18 MS. FREEMAN: That's a good suggestion. I think,
19 like, each dwelling unit should have, though, the two-car
20 enclosed garage.

21 MR. LINGENFELTER: Right.

22 MR. McINTOSH: Right.

23 MS. FREEMAN: And then on top of that, some
24 additional surface parking, ideally, it would be the driveway
25 though.

26 MR. McINTOSH: Well, I think --

27 MS. FREEMAN: Two spots in their driveway and then
28 one spot for every so many homes.

29 MR. McINTOSH: I think we need to make an assumption
30 that, in a lot of these cases, the resident, the people who

1 live there are going to be using the driveway for a minimum of
2 one car, if not two. I mean, I walk Summerwood. We go back,
3 clear back to the Cora Court and there is people back there
4 with a three-car garage in a house that's built in Summerwood
5 and has pretty spacious garages. Their garages are full of
6 stuff and their cars are in driveway. So you have that issue
7 in Summerwood with substantial -- not a lot but there are some
8 houses where you have that problem with cars parked in the
9 driveway and that's -- those are generous situations.

10 So you move down to these clusters and that's, you
11 know, you are constrained because the building, the units
12 aren't this big and the garages aren't this big. You run into
13 that problem a lot quicker.

14 So I think we need to -- I think we need to look
15 seriously at that because it's, you know -- And that's the kind
16 of stuff that people get really, you know, that you look at a
17 development and you drive through and see a lot of cars in the
18 driveways and people parking. That's the stuff that I think
19 neighbors can get upset about. It causes -- those are --
20 Having been -- I've lived in a condo situation, that's the kind
21 of stuff that creates neighbor issues, I think, when you look
22 at the appearance of the community and stuff and the things
23 that maybe we are trying to accomplish here. That's kind of a
24 big flag. I think it would behoove to us stay -- to really
25 think of this because we're hitting on a sensitive issue here.

26 MR. LINGENFELTER: Well, I had family that lived in
27 Mayfield over in Sturbridge and they had a unit which was
28 like -- They were townhomes. They were, like, three townhomes
29 and then there was a, there was a small parking lot. You could
30 put like eight cars in it. And then there was another unit,

1 you know, with like three or four units and then there was
2 another, like, parking. And every unit had a, had a two-car
3 garage, too, with a short driveway. But every other unit, in
4 between each unit, they had a park, a small parking lot that I
5 think -- I want to say it was enough to -- it was either six or
6 eight cars.

7 MR. McINTOSH: Well, I think if you put that --

8 MR. LINGENFELTER: If you park there, you didn't have
9 that -- If you wanted to park there, you didn't have to walk
10 that far to where you were going. Whatever side the person
11 lived, you weren't that far of a distance away from where you
12 were parking versus where they were, you know, where they
13 lived. So it wasn't a --

14 MR. McINTOSH: I think, if you pair these things up
15 with like, you know, we're talking about letting people say,
16 "Hey, in your development, you choose how you allocate them but
17 the total capacity of what you are proposing by units or
18 households, you have to provide so much here."

19 And then maybe we take a listen to what the Chagrin
20 Watershed people have to say and talk about the management of
21 the stormwater. When you are talking about pads, maybe there
22 is things we can -- maybe we can learn some stuff to sit there
23 and either encourage or put in some basic requirements of
24 things that just make it not just, you know, throw in a slab
25 and thing that goes right in the storm drain. But then if they
26 could, you know, dictate the runoff into some common green
27 space where it can be absorbed or, like Andy was saying, put
28 some of those management tools in place that help us maybe --
29 because we've had that as well. We've had residents come here
30 and talk about stormwater. They don't want more development.

1 If we come in and start talking about this stuff, I think that
2 goes a long way because, you know, we're listening. We're
3 listening to what people are saying. We are aware of the
4 problems we've had.

5 I mean, this is a problem all over Lake County. I
6 mean, you go out to the older, older communities, the
7 Wickliffes, the Willowicks, and their stormwater management, I
8 mean, you get some heavy storms and they've had nothing but
9 flood problems over the years. We've even seen -- I've even
10 seen in Willoughby, with my business, there is a lot of issues
11 like that and we're having them here in Concord, too. We just
12 did the floodplain stuff and I think this goes right along with
13 it.

14 Before we tell people, "Hey, you've got to put this
15 parking space in," I think dealing with the runoff issue is
16 something we ought to take a look at, too, because we're going
17 to have residents that are going to be upset with us if we
18 create more impervious surfaces and don't deal with the water
19 management.

20 MS. FREEMAN: Okay. Just continuing on, after the --
21 On page 4 here, we just talked about the single-family
22 dwellings and moving those items. We do have an existing
23 section in the Residential District that talks about setback in
24 driveways from the side lot lines. We may want to include this
25 in the parking, parking section as well if we're going to talk
26 about driveways --

27 MR. McINTOSH: That's a good idea.

28 MS. FREEMAN: -- for residential uses and the lot
29 coverage. We also could include, if we wanted to, for those
30 folks that, like, add onto their driveways, like, additional

1 little parking spots, we could consider some kind of setbacks
2 from the right-of-way, too, for those. Currently, we have in
3 the text that no parking area can be in the right-of-way. Some
4 of -- But I've heard some people say, "Well, maybe you
5 shouldn't" -- The Planning Commission actually had suggested
6 that we look at this at one point, that we consider some kind
7 of setback for the parking areas off their driveways for, like,
8 residential use, from the road or from lot lines. I don't know
9 if we want to get into that or not, but --

10 MR. McINTOSH: You sparked a question here in my mind
11 and I think it's probably, more than likely, not an issue. So
12 I ride my bike through the township, walk, drive, whatever
13 through a lot of it. And you see, every now and again, where
14 people take landscaping or brick or something like that and
15 they start, put a ribbon down either side of their driveway and
16 make their driveway bigger because they're parking their large
17 vehicles in the driveway and not in the -- How do we -- How is
18 that considered? Is that considered an addition? When you
19 talk about definition of surfaces, if they go get, you know,
20 and they get a little compactor and then they put this stuff
21 down the side of their driveway, how do we define that? Is
22 that considered the driveway or is that --

23 MR. GORJUP: Cosmetic only?

24 MR. McINTOSH: But they're using it as that space.

25 MR. GORJUP: Right, yeah.

26 MR. McINTOSH: I mean, they're walking on it. The
27 cars, you know, they're using it to sort of expand. When
28 you're talking about extra parking and how people do that to
29 their -- is there a reg -- I mean, do we have -- I don't know
30 if that really causes any problems but it happens.

1 MR. BULLARD: No, we don't. We don't currently have
2 a regulation that covers that but it would be, actually, an
3 interpretation. If, say, currently, with the three foot width
4 that's got to be maintained between the property line and the
5 edge of the drive, we would probably interpret that as an
6 expansion of the drive.

7 MR. McINTOSH: Right.

8 MR. BULLARD: Because it's adjoining the driveway
9 and, you know, the argument would be that they're using it, you
10 know, for that purpose. Going the other way, we would probably
11 not even say anything going toward the lawn area.

12 MR. McINTOSH: Right.

13 MS. FREEMAN: Unless they hit the 40 percent.

14 MR. McINTOSH: Well, I was going to say --

15 MR. BULLARD: But if it's not going to hit the 40
16 percent because it's impervious surface if it's, you know, if
17 it's done correctly, you know, pervious paver stones --

18 MR. McINTOSH: Because it will have the seams and --

19 MR. BULLARD: Yeah.

20 MR. McINTOSH: Okay, yeah. So it's really not
21 defined.

22 MR. BULLARD: It's not defined.

23 MR. McINTOSH: I mean, if they did that, it's not
24 going -- Because my question was, if they got the percentage
25 of, all of a sudden, somebody went crazy, you know, if they
26 went -- if they did more than just the little ribbons. I'm
27 talking about, well, it creates like a -- You know, people can
28 do anything. If they did that --

29 MR. BULLARD: Well, that, what you are describing
30 really is some of the crazy stone work that's done in back

1 yards now, too.

2 MR. McINTOSH: Right.

3 MR. BULLARD: And some of that really does hit the
4 point of being impervious surface even though it looks real
5 nice, like stone walkways and everything else. It really, you
6 know, -- Again, Chagrin Water Partners can explain what the
7 saturation point of some of these systems are and what should
8 be avoided. And we don't -- But we don't regulate that
9 landscaping.

10 MR. McINTOSH: Right.

11 MR. BULLARD: And that might be something that you
12 want to look at down the line and then you have to talk about
13 there has got to be some kind of standards.

14 MR. McINTOSH: Right.

15 MR. BULLARD: And how they're constructed.

16 MR. McINTOSH: It seems to me maybe, before we go
17 that way -- I didn't want to open Pandora's box. I mean, if
18 we're not having abuse problems with people running into
19 percentage issues or doing stuff that's -- and it's pervious,
20 it's not a big deal. It seems to me our issues as far as some
21 of that surface regulation probably needs to be confined more
22 to the commercial, the retail, that stuff as opposed to the
23 residential. I think that's the bigger culprit --

24 MR. BULLARD: I agree.

25 MR. McINTOSH: -- than it is the driveways. You get,
26 again, some of these R-3s where you've got -- you're saying,
27 "Hey, we are going to make the parking pads and that," I think
28 we would be far more constructive in our work if we address
29 those because those are going to create a lot more than if we
30 were to try to deal with that R-1 stuff and the houses in

1 the -- or the RCD zoning.

2 MS. FREEMAN: Did you have something to say about
3 that? You looked like you were going to say something. No.
4 Okay. So we are not going to try to add more provisions for
5 residential driveways, just some rearranging. Sounds good.

6 Additionally, in this table here for child or adult
7 day care centers, we have a, in the Table of Minimum Parking
8 Standards, we have a sentence that indicates that they can park
9 their vehicles there that they use for the center overnight. I
10 kind of thought it was an interesting spot to stick that
11 provision and I thought maybe it would be better suited if we
12 added that into Section 13.08 on the conditional uses for the
13 child or adult day care center. So if somebody is coming to
14 get a conditional use permit to operate one of those type of
15 uses, they will know right off the bat that that would be
16 permitted.

17 Any thoughts on just relocating that since it really
18 doesn't relate to the number of parking spaces that are
19 required?

20 CHAIRMAN PETERSON: No. That's a good common sense
21 solution, I think, because then they could see everything, all
22 the requirements at one time without having to cross reference,
23 so it makes sense. Good idea.

24 MS. FREEMAN: The next section of uses, like library,
25 museum, community center and studios for instruction,
26 basically, it states that the Zoning Commission has to test to
27 -- or has to approve a designated area for the safe loading and
28 the unloading of persons. However, this wouldn't even be in
29 front of the Zoning Commission unless it was a new building, so
30 I am not sure how we would really enforce this. But I think

1 through our site plan review process and the basic general
2 criteria that the boards look at when reviewing site plans,
3 this is something that we could address, address there.

4 And, honestly, people that are going to build
5 libraries and museums, these are safety issues that they're
6 going to worry about. They're going to want to make sure that
7 their guests have sidewalks to get into the building or if
8 they're going to have a canopy or something that there is
9 somewhere safe to unload, I guess. So I just, kind of, feel
10 like this is not needed in the minimum parking space table.
11 It's just not the correct location for that type of regulation.

12 CHAIRMAN PETERSON: I would agree with that.

13 MS. FREEMAN: The next change I was going to seek
14 your input on was for uses that tend to have uses that create
15 lines, people waiting in line for things, such as the car
16 washes or the instant oil changes. Currently, in the Minimum
17 Number of Parking Spaces Table, we have additional regulations
18 in there that require waiting spaces for these types of uses
19 based on, you know, the number of lanes they have or teller
20 windows if it's a bank. And I was suggesting that it might be
21 helpful if we put a new section in the current parking section
22 that related to waiting spaces in general and, kind of, go
23 through and make the list of what's required because I think,
24 for those engineers that are designing site plans and parking
25 lot circulation and flow and if they know they're going to have
26 a drive-thru, they would be looking for all those rules all in
27 the same spot.

28 So, currently, it's in several different areas
29 depending on what the type of use is. So at the top of the
30 page, where it says "Section 13: Existing Regulations

1 Pertaining to Drive-thru Facilities and Waiting Spaces," this
2 is -- I just copied straight from Section 13 of the Zoning
3 Resolution. We have the drive-thru facilities are a
4 conditional use, so Items C, D and E are specific to waiting
5 spaces. So I was suggesting that we consider removing these
6 regulations because they're duplicated as well in the
7 subsequent sections, like 13.26, that have to do with car wash.
8 And if we create this new section in 29, it would be
9 additionally duplicated.

10 Because one of the reasons behind this, too, was that
11 if somebody is going to come in and do a car wash, they're
12 going to be required to get a conditional use for permit for a
13 car wash, not in addition to -- They would not also have to get
14 a conditional use permit for a drive-thru facility. So they
15 would be meeting all the general standards for commercial uses
16 and then all the specific ones for car washes, which is
17 Section 13.26. And there aren't any, like, general locational
18 requirements for these waiting spaces, or dimensional
19 requirements or, you know, like you can't spill over into the
20 right-of-way. They would only be subject to the ones that are
21 specifically listed in 13.26. Same thing for, like, the
22 instant oil changes. If someone is going to do the instant oil
23 change, they're going to come in and get a conditional use
24 permit for instant oil changes, not for a drive-thru and an
25 instant oil change.

26 So part of my suggestion was, let's treat them a
27 little bit, a little bit differently and just rearrange a
28 little bit of the provisions here. If you turn to page 4
29 there, this is kind of what I was thinking might work for us.
30 You will see the existing definition of "drive-thru." The last

1 section of it states that it also includes the "drive-up" and
2 "drive-in." I was suggesting that we except out that it shall
3 not include the car wash, the gas station and automotive
4 services.

5 And then in doing that, creating that new section in
6 the parking section, we could have a whole section just on the
7 waiting requirements. And you will see here that's what I was
8 suggesting. This is all draft proposed text here in the bottom
9 of page 4. We could create that table and put all this
10 information in one area. So for the car wash, we have,
11 currently, we have 10 waiting spaces are required for a car
12 wash. And I questioned, does that mean per stall or total,
13 because it's not clear.

14 CHAIRMAN PETERSON: I have a question, too, on that
15 because I am assuming self-serve, which has a different
16 requirement than automatic self-serves, probably, where you put
17 the coins in and spray it yourself. But the automatic car
18 washes can be self-serve, also, like the one over at Sunoco on
19 Crile Road. You just pull up and you put money in andis there
20 is nobody at -- there are no attendants. You just pull into
21 the bay and the machine does the thing, as opposed to an
22 automatic car wash where you have people working there and,
23 kind of, like a conveyor line type of setup like -- What's the
24 one on Route 20 in Mentor that jams up the traffic?

25 MR. GORJUP: Zap's.

26 CHAIRMAN PETERSON: Zap's, yeah, Zappy's.

27 MS. FREEMAN: They have people that work there?

28 CHAIRMAN PETERSON: Yeah, they have people that work
29 there and, you know, they really --

30 MR. McINTOSH: Well, and then you have the hybrid,

1 too, if you go -- there is the one up -- Is it Painesville
2 Township there, the Outback one?

3 CHAIRMAN PETERSON: Oh, Outback, yeah.

4 MR. McINTOSH: It's got, it's got three or four bays
5 where you can get out and manually spray.

6 MR. GORJUP: Manual.

7 MR. McINTOSH: And then it's got two automatics where
8 you just pull in and drive through.

9 CHAIRMAN PETERSON: Actually, there is four
10 automatics and the other are vacuum stations.

11 MR. McINTOSH: Oh, it's all automatic?

12 CHAIRMAN PETERSON: Nothing touches your car there,
13 which I use that one.

14 MR. McINTOSH: Which you've got, I think you've got
15 -- I have seen some places that have a mix of drive-up and
16 self-serve and drive-ups and automatics. They have that. Some
17 places do that. They are getting more common. So --

18 CHAIRMAN PETERSON: Yeah. I think when these
19 definitions --

20 MR. McINTOSH: I think it's a little --

21 CHAIRMAN PETERSON: -- were written, probably, back
22 in 2001 or whatever, it was a little different because they
23 were the kind that you spray with a wand and the kind you
24 automatically drove in and sometimes pull the car through.

25 MR. McINTOSH: Yeah, it takes you through like
26 Zappy's and then you've got --

27 CHAIRMAN PETERSON: The new ones are, kind of,
28 self-serve automatic.

29 MS. FREEMAN: Self-serve automatic.

30 CHAIRMAN PETERSON: Yeah, they are.

1 MS. FREEMAN: No. Yeah, I'm not sure. We really
2 don't differentiate between the two. We don't define either
3 one of those.

4 CHAIRMAN PETERSON: But we have different
5 requirements.

6 MS. FREEMAN: But we have different requirements. So
7 that's good that we're bringing this up because I don't really
8 know the difference either.

9 MR. McINTOSH: We've actually got, I think we've got
10 three. We've got the kind when you're thinking about Crile
11 Road where you've got one deal and there is a line of people
12 going to come through it. And then you've got those row ones
13 that's different and you could have multiple, you could have
14 different uses that could be all a car pulls in, it gets
15 washed, pulls out. Then you have the self-serve thing which,
16 you know -- And you've got, when you've got the automatics,
17 you've got a fixed amount of time. Each cycle is going to be X
18 and then you are going to have a progression based on that
19 cycle time. But if you go to the self --

20 CHAIRMAN PETERSON: But that changes because you buy
21 deluxe wash.

22 MR. McINTOSH: Right. But it's got a maximum. Each,
23 you know, the longest wash is going to have a fixed cycle and
24 it's always going to be no more than that. You get into the
25 ones where you're self-serving it and you could have someone
26 parked there for half an hour, if they wanted to.

27 MS. FREEMAN: Yeah.

28 CHAIRMAN PETERSON: Right. True.

29 MR. LINGENFELTER: Do we have any of those in the
30 township?

1 MR. McINTOSH: They're gone. I think those are going
2 away to the automatic self-serve.

3 MR. LINGENFELTER: I am just saying even --

4 CHAIRMAN PETERSON: I don't think it's --

5 MR. LINGENFELTER: There aren't very many car washes
6 in the township at all, are there?

7 CHAIRMAN PETERSON: Just one that I know of.

8 MR. LINGENFELTER: I mean, seriously.

9 MR. McINTOSH: The one on Sunoco. The Sunoco one on
10 Crile is the only one, yeah.

11 MR. LINGENFELTER: Yeah.

12 CHAIRMAN PETERSON: But we used to have one over at
13 Concord Plaza years ago that was the hand spray, years ago.

14 MR. BULLARD: Well, you've got one.

15 MS. FREEMAN: Self serve.

16 MR. BULLARD: You have a drive-thru over there at
17 Sunoco.

18 CHAIRMAN PETERSON: Oh, you're right.

19 MR. McINTOSH: That's not Sunoco.

20 CHAIRMAN PETERSON: You're right. There is one
21 there.

22 MR. BULLARD: There's two.

23 CHAIRMAN PETERSON: That's different than this one.

24 MS. FREEMAN: But those are both considered
25 automatic?

26 MR. BULLARD: Yes.

27 CHAIRMAN PETERSON: Well, this one would be a self-
28 serve automatic. Yeah, they're both self-serve automatics.

29 MS. FREEMAN: That's what I was getting at. Self
30 serve because you put your card in but it's automatic. So

1 maybe do we need to define these, the difference between them?

2 CHAIRMAN PETERSON: Only if we are going to have
3 different requirements because we have different waiting queues
4 for different types.

5 MS. FREEMAN: Right.

6 MR. McINTOSH: And, you know, just a comment on
7 Zappy's, I mean, that place in the wintertime got populated.
8 It doesn't have a lack of -- I mean, that's a pretty generous
9 amount of parking.

10 MR. GORJUP: Driveway.

11 MR. McINTOSH: Yeah. It's not, that location is not
12 stingy in the amount of concrete available to park on. It's
13 just that popular. And it's the cost.

14 MR. GORJUP: Because it's a \$3 wash.

15 CHAIRMAN PETERSON: Yes, right, three bucks.

16 MR. GORJUP: And the City of Mentor ended up having
17 to make changes.

18 MR. McINTOSH: Yeah.

19 MS. FREEMAN: Yeah.

20 MR. GORJUP: Having an attendant on the street
21 assigned to block it so that people could not park on 20.

22 CHAIRMAN PETERSON: Right.

23 MS. FREEMAN: Okay. Well, I will look at some other
24 examples and see if other people are making a distinction
25 between the two. If we want to keep the distinction between
26 the two, then we'll probably have to define them.

27 MR. McINTOSH: Well, maybe another way to think about
28 this might be drive up, you know, like, the kind like at Sunoco
29 on Crile where it's -- and then you've got the different kind,
30 like the Outback where it's the whole -- Maybe that's the way

1 to look at it because, because of the configuration of the
2 facility as opposed to getting into how the types work, right?
3 Because if you've got one unit, that whole line of cars have
4 got to line up to go through, like Zappy's and like Crile Road.
5 Again, you're on some kind of an interval that's going to be
6 pretty fixed. It is going to have a progression. It's going
7 to have an amount of time. Whereas, if you have the row
8 things, the dynamics of the property are going to be different.
9 You've got a row of people. You've got a big impervious space
10 and you've got maybe a blended use. But maybe we don't need to
11 worry about the use as much as we need to worry about the
12 configuration. Keep it simpler.

13 Because you get into the issue where, like, look at
14 how we're going around and around about defining what is what
15 type of car wash. And do we really need to delve into that
16 kind of detail or should we be considering the style of the
17 facility?

18 MS. FREEMAN: Wait. So just educate me here. On,
19 like, the row one, when you're waiting in line for that, do you
20 just go to the first available one or are you stuck in a line?

21 MR. McINTOSH: Yeah. You pull up and you have, like,
22 four stalls.

23 CHAIRMAN PETERSON: Outback has got the individual
24 stalls and the traffic really does back up there when they come
25 in off Route 20. And sometimes you can't even get in because
26 the lines are so backed up.

27 MR. GORJUP: Outback?

28 CHAIRMAN PETERSON: Yeah, Outback.

29 MS. FREEMAN: So you are in line waiting for a
30 particular stall?

1 CHAIRMAN PETERSON: Yeah, when you first pull up.

2 MR. McINTOSH: When you pull in, you usually go to
3 the shortest one. There is four stalls and then you just --

4 MS. FREEMAN: Right. Because, currently, we, you
5 know, if you only have one stall per se, you have to have 10
6 waiting spaces. But if you have multiple stalls, then it's so
7 many spaces per stall.

8 MR. McINTOSH: Correct.

9 MS. FREEMAN: So does that still work?

10 MR. McINTOSH: I think the con -- I think, I think
11 rather than worrying about whether it's automatic or self
12 serve, I think you configure -- I think you've got to do it on
13 a per stall basis.

14 MS. FREEMAN: Okay.

15 MR. McINTOSH: I think that makes it simpler. Then
16 we don't have to worry about defining the style of car wash.

17 MS. FREEMAN: Yeah.

18 MR. McINTOSH: And it's just a matter of, if you've
19 got four stalls, then you've got to have so many spaces. If
20 it's a one deal, you know -- I think the one and the ten is not
21 bad, automatic car wash, single stall, ten. You know what
22 I mean? If you've got a multiple self-serve thing, then it's a
23 little bit different configuration.

24 MS. FREEMAN: Okay. I mean, that sounds more
25 simpler.

26 MR. McINTOSH: Yeah.

27 CHAIRMAN PETERSON: Because I think the old automatic
28 car wash where they hook onto the car and pull it through are,
29 kind of, going away. They want to get rid of the labor and
30 just have the machine that goes around the car. It's much

1 simpler.

2 MR. GORJUP: Or we could just ban car washes, not to
3 -- and therefore would not -- I am just being a little bit
4 ridiculous but --

5 MR. SCHINDLER: Yeah. Just point to the zoning code
6 in Mentor. Car wash, go to Mentor, Mentor or Painesville. We
7 don't have these.

8 MR. McINTOSH: Got to go to Mentor for sidewalks.

9 MS. FREEMAN: And then just looking at that table,
10 too, all I did was I put in the existing regulation for the
11 instant oil change. And I thought it was kind of key and
12 important that we don't do right now is really define where
13 you're measuring that waiting space from. So at the car wash
14 and you are saying you have 10 waiting spaces, we just want to
15 specify starting outside of the washing bay. The person
16 inside, that doesn't count as a waiting space. You are being
17 serviced. So just make, make it clear where you're taking your
18 measurement from.

19 Same thing for, like, the fuel, for, like, gas
20 stations, like, we require two waiting spaces per fuel pump.
21 So measured from, like, the pump island. So in that case, if
22 you are getting gas, that counts and then one behind you.

23 Then I was suggesting that -- I looked at some of the
24 banks that we have here in Concord and looking at, like, right
25 here in Grist Mill, how many waiting spaces they have and they
26 have five, you know, per lane. So we could, if we wanted to,
27 just add that specifically in the table, just pull that use
28 out. Same thing for, like, restaurants. Because we have this
29 general category that says "all other uses not specified" and
30 then we have regulations for that. But I think some of the

1 more popular ones, why don't we just say what they are? If you
2 are going to do a restaurant that has a drive-thru, you have 10
3 waiting spaces per lane. Measure it at the pick-up window.

4 CHAIRMAN PETERSON: That's perfect because two new
5 ones coming in, right, two new --

6 MS. FREEMAN: Oh, like the Starbucks, yeah. They
7 were required to do the 10 waiting spaces and, luckily, they,
8 they picked a logical location to start counting those spaces.
9 But, you know, we could, if we don't specify where it measures
10 from, we could get into trouble in the future.

11 CHAIRMAN PETERSON: And Burgers 2 Beer has a waiting
12 window, too, don't they?

13 MS. FREEMAN: No.

14 MR. GORJUP: No.

15 CHAIRMAN PETERSON: They don't?

16 MS. FREEMAN: No, they haven't. Well, Drug Mart, for
17 their, for their pharmacy, they got a variance to go down from
18 ten to five.

19 MR. BULLARD: And we don't list pharmacy.

20 MS. FREEMAN: What's that? Yeah, pharmacy is another
21 one we could list on there if we wanted. It is not as popular
22 in Concord but it could be. I mean, otherwise, it would just
23 default to the, you know, ten if it's a single lane or five
24 if -- per transaction site.

25 And then when looking at some other communities and
26 how they, kind of, regulate these things, we're seeing that
27 they're actually defining the size of that waiting space. Some
28 of them go with the exact dimensions of, like, a parking spot,
29 indicating that that waiting space should be, like, 9 by 18 or
30 -- Several others were just slightly larger than that,

1 probably, to give a little bit of room in between the waiting
2 space or to accommodate the larger vehicles. So I was, kind
3 of, throwing out there that each waiting space shall be a
4 minimum of 10 feet wide by -- 10 by 20. That way, the engineer
5 doesn't draw on, like, a 14-foot car and say, "Hey, I got a
6 waiting space," you know. And then, in reality, we know that
7 cars are much longer than that or people don't pull up all the
8 way and what was designed to be ten spaces is really only six.

9 MR. SCHINDLER: Sometimes you have to put places
10 maybe just for trucks. It seems like everybody today is buying
11 a truck, you know, with the tandem wheels in the back. I mean,
12 those things are big and huge and you try to pull up next to
13 that thing in the conventional parking space, you are right up
14 against their fenders. You can't even open your doors. I
15 don't know how many times I have pulled in there and one of
16 them pulled up next to me and I'm trying to get out. I can't
17 even see over this monstrous thing, let alone try to get in the
18 car, you know.

19 Can we have spaces big enough that, if you have this
20 type of vehicle, this is where you are supposed to park like we
21 do for the handicapped parking, you know?

22 MS. FREEMAN: I don't know that we would want to get
23 into requiring a larger percent, some of the parking spots to
24 be larger based on their larger vehicles, possibly, coming in.
25 I have seen the opposite, like, allowing compact car, you know,
26 parking spots as a way to --

27 MR. SCHINDLER: Compacts, yes.

28 MS. FREEMAN: -- reduce the impervious surface.

29 MR. SCHINDLER: I could see that. You go to, like,
30 University Hospitals, they have a special section just for

1 electric cars so you can plug into and that makes sense. But
2 these people that drive these big, humongous trucks now for
3 leisure, it's not for business anymore. I mean, I must have
4 four or five neighbors on my street, their trucks look
5 immaculate, like you don't even put the bed and get it dirty.
6 But they're huge, you know, monstrous things. Park next to one
7 of those or have them park next to you, it becomes cumbersome.
8 Just a point of discussion.

9 MS. FREEMAN: Yeah. And then in addition to those
10 regulations, this was part of just rearranging some of the
11 existing regulations that we had in the drive-thru section that
12 weren't necessarily carried over to, like, the car washes and
13 the instant oil changes. But if they were here, they would
14 also be subject to those requirements, such as just specifying
15 that these waiting space are in addition to any of the
16 off-street parking that's required, and also indicating that
17 they can't block or interfere with any of the access to the
18 parking lots. They have to operate independently of the aisles
19 between the parking spaces and they can't spill over into the
20 road right-of-way.

21 Do you have any discussion or questions on that, that
22 item there? I think this section, I mean, I am going to go
23 back and really go through the list of uses, too, and cross
24 reference them with what's permitted in the different zoning
25 districts and make sure that we've got everything, kind of,
26 adequately covered. Because I know we've had some newer uses
27 put in, too, with the Capital District that I don't think we
28 have -- we don't really have parking requirements for
29 specifically that we may want to look at and say, well, does
30 this is general requirement work for that or not, like the

1 microdistillery or microbrewery. I am not really sure what
2 category that would fall under. Maybe we should pull that out
3 and specify.

4 Okay. Section D, the interior parking lot
5 landscaping, currently -- We have that in the 1D. Currently,
6 we talk about interior parking lot landscaping in three
7 different sections of the Zoning Resolution. They were all
8 written at different times and some of them conflict with one
9 another. There is a statement, though, in the landscape
10 section that indicates, if there is any other -- where this
11 section and any other sections of the Resolution conflict with
12 one another, then you're supposed to enforce those regulations
13 in Section 38, so that's what we've been enforcing.

14 Then with the additional Capital District, there is
15 even more different interior parking lot landscaping
16 requirements. And, kind of, looking at all these different
17 requirements and, kind of, weighing, hey, if what we have in
18 29.11 we're not enforcing, then maybe that should just come out
19 because what is in 38 is really superseding that. And I think
20 that instead of having specific interior parking lot
21 landscaping regulations in the parking section, we should just
22 cross reference that, that the landscaping section has to be
23 met per Section 38.

24 And then that being said, I wanted to take a look at
25 what we currently had in Section 38 in relationship to the
26 interior parking lot landscaping guidelines and what we most
27 recently adopted for the Capital District and maybe there are
28 some things that we put in the Capital District that we might
29 want to require for all parking lots.

30 So if you look on page 2 here, this relates to

1 Section 22.10. This is the Capital District only. We've got
2 some very specific standards that are different for the front
3 yard parking because this is, the Capital District, if you
4 recall, is the district where we want to eliminate that amount
5 of parking in the front of the building and really try to
6 direct it to the side or behind the building. So we do limit
7 the amount of parking that's allowed, just in the Capital
8 District, in the front of the building. I am not suggesting
9 that we do that in any other districts.

10 But there are some things in here that we may want to
11 carry over in relationship to the general parking standards in
12 the Capital District, like Number 7. Well, actually 7(a) is
13 kind of questioning, actually, this existing regulation as it
14 relates to the Capital District. As it states, between every
15 10 parking spots, you have to have this landscape island. So
16 you can't -- Can you imagine going in a parking lot and, every
17 10 spots, there is a landscape island?

18 Plus, for every two abutting rows, two double -- two
19 parallel double bays of parking, you have to have this 20 foot
20 wide landscaping strip where we're trying to encourage the
21 bioretention and the green infrastructure and stormwater
22 management uses, which I like, but I don't know about the
23 logistics of every 10 parking spots, you have some landscape
24 island. I don't know how that's really enhancing, like, the
25 stormwater management or it's just providing grass, a grassy
26 area just to provide it.

27 And I think it will make it difficult to maintain a
28 parking lot as well as far as during the wintertime when you
29 are plowing. The plow truck is going to have to go, like,
30 every 10 spots, it has to back up or move or find somewhere

1 else to push the snow. We may want to consider just allowing
2 those additional landscape islands just to be placed in logical
3 locations throughout the parking lot and not, maybe not specify
4 every 10 spots. We don't do that in the existing --

5 MR. McINTOSH: I think what might be interesting
6 here, if we start to get into a conversation about stormwater
7 runoff, it might be interesting to talk, to learn more about
8 the tools that are there and then, kind of, come back to the
9 whole concept of the percentage of, you know, something where
10 they end up picking how they -- because I agree with what you
11 are saying. So you are saying if they have a cut-out and they
12 have a little -- and they don't have the continuous sweep, so
13 the plow has to manage that or whatever, or you've got that
14 maintenance. It's another curb that's going to get beat up
15 over time and someone will have to replace the curb and it's
16 more costly. Certainly, we want, we want to consider things
17 like that.

18 But what might be interesting is if we learn more
19 about the techniques of stormwater management and find out if
20 those -- there might be some things that we could encourage
21 people to do that would help management that would, sort of,
22 accomplish that goal but do it without -- I don't know but
23 maybe there's some opportunities for to us sit there and say,
24 you know, on a percentage basis, you have to manage certain
25 things and they can make larger islands in places that doesn't
26 detract -- kind of like we're talking about the parking -- that
27 doesn't detract from the capacity of parking but helps us
28 manage the runoff and puts some landscaping in a useful place
29 that helps us manage this process and then allows them to have
30 more continuous parking as long as they manage the overall

1 space better. I think that might be something worth looking
2 at, too, because then we get them to accomplish the goal and
3 give them a little freedom as to how they do it.

4 MS. FREEMAN: I agree. And even in Chagrin's model,
5 you know, they've got that 10 percent minimum interior parking
6 but -- and they require that, that landscape strip where they
7 really want to see the bioretention.

8 MR. McINTOSH: Right.

9 MS. FREEMAN: But what they don't have and what we
10 have here is, hey, every ten spots you have to have this.

11 MR. McINTOSH: Right.

12 MS. FREEMAN: So that's what I was, kind of,
13 questioning.

14 MR. McINTOSH: Right.

15 MS. FREEMAN: Maybe Heather can give us some further
16 justification on where they came up with the 10 percent and,
17 you know, why we should consider that.

18 MR. McINTOSH: I think it's interesting because I
19 always think, when I go south in the wintertime and warmer, and
20 you go to some of these plazas and you see how the shopping
21 centers look really cool, more so than -- And you hit on it
22 with the way they landscape some of that stuff. And it may be
23 the northern-southern climate thing where they're not doing
24 something like plowing, because you go to some of these -- I've
25 been to some pretty expansive -- I remember a couple years ago,
26 I went to a huge outlet center down -- and it was like, wow. I
27 just remember driving into this place thinking how impressive
28 it was.

29 And now that we're talking about parking spaces, I am
30 almost certain I'm recalling how they had the parking lot

1 landscaped with the tall palm trees and a lot more stuff. But,
2 again, maybe the, maybe the prohibitive factor there is the
3 fact that it's a warmer climate and they don't have to deal
4 with making room to put snow. I never, never thought about it
5 because I remember being struck with, why does this look so
6 much cooler than what's at home?

7 CHAIRMAN PETERSON: It might have been the palm
8 trees.

9 MR. MCINTOSH: That's true.

10 MS. FREEMAN: Yes. You're on vacation.

11 MR. MCINTOSH: In the middle of February.

12 MS. FREEMAN: We can find out more about that.

13 MR. MCINTOSH: Yeah.

14 MS. FREEMAN: And then continuing on, these are what
15 currently already exist for the Capital District. Number 2 on
16 page 3, we have Maintenance of Unimproved Areas. I feel like
17 this is a good general regulation that we probably should
18 require all uses to abide by that, all the commercial and
19 industrial uses. They really should be maintaining those
20 surface areas as long as -- and keeping them clean as long as
21 their use is in effect. I think this is something that we may
22 want to carry over and not, not only hold -- not just make the
23 Capital District businesses liable for this.

24 CHAIRMAN PETERSON: That's a good idea.

25 MS. FREEMAN: But all the commercial and industrial
26 uses.

27 CHAIRMAN PETERSON: Good idea.

28 MS. FREEMAN: Same thing with the maintenance of the
29 landscaping required. I think this -- We have some maintenance
30 requirements in the landscape section but this really calls it

1 out as to the high standards that we want them to achieve and
2 live up to as far as maintaining the landscape areas in the
3 parking space.

4 And then, in addition to that, the next point,
5 Number 4, the Maintenance of the Watercourses and Storm Water
6 Facilities that are Required, making sure that they're liable
7 and that they need to maintain those facilities as part of
8 their approval and part of the condition of them getting their
9 zoning permit, that they will maintain the stormwater
10 facilities on the site and any watercourses that are there.

11 On the last point, Lighting, this is kind of a
12 redundant regulation that, if we were going to make any changes
13 here, I thought maybe we should just take out because it's
14 already addressed in Section 22.09(C), which applies to all
15 Commercial and Industrial District regulations. I think that
16 was just an oversight when we added that in and created the
17 Capital District.

18 So the next page -- section on page 4, Section 38.05,
19 these are the existing regulations for the Interior Parking Lot
20 Guidelines that we've been deferring to because they conflict
21 with what we have in 22.09. It's just there for your
22 reference. On the next page is more like what I was suggesting
23 that we could do. As I mentioned in 22.09, those existing
24 landscape requirements conflict, so we probably should just
25 defer to what exists in Section 38.

26 And then part of that, I was -- We could create a new
27 Section 29 that includes some of the design standards for
28 parking lots. For example, we could pull out some of the
29 things that we just created in the Capital District that -- to
30 try to encourage maybe -- We will hold off on this, probably,

1 until we hear from Heather Elmer because some of this was taken
2 from her model. But that landscape strip between the
3 different -- between the abutting bays to try to incorporate
4 stormwater management facilities, in our Capital District, we
5 had a 20 foot wide minimum requirement for that. Now, in
6 Chagrin's model they didn't have a certain width of it, that it
7 should be. So that was one thing I was trying to reach out to
8 her maybe on why they didn't specify a width. Maybe there's a
9 good reason why you don't depending on, like, the certain site
10 characteristics. We can get more information on that.

11 But if we do create this new section that, kind of,
12 organizes, like, parking lot design requirements, we could also
13 include in some of the existing regulations that we already
14 have, kind of, scattered throughout the parking section as it
15 relates to the dimensions of the parking spaces and then the
16 aisle, the parking aisle widths and the existing setbacks that
17 we have. Some of those sections seem to be a little wordy. If
18 you get them, like, in tables or just simplify the language a
19 little bit or pull things out, like, listing them as one, two,
20 three versus, kind of, paragraph style, I think, is a little
21 bit easier to read for me and for anybody else using the code.
22 Sometimes you, kind of, get lost in long sentences that except
23 out certain districts. I know I find myself rereading some
24 sections over and over because it's just a little too
25 story-like maybe.

26 And then following down, what I was suggesting here
27 was if we were going to -- This is the proposed new language
28 that we could consider that would replace what we currently
29 have in Section 38.05 that's on the previous page. It's not
30 really changing much other than, okay, so currently when you

1 have more than -- when you have a parking lot that has more
2 than 6,000 square feet of area or 20 or more parking spaces,
3 you are required to do that interior parking lot landscaping,
4 and that would apply to, like, any nonresidential use. So even
5 like the guest parking lots in, like, the Multi-Family
6 District, if they were to have some parking area that had, at
7 least, 20 parking spots or a square footage area of 6,000
8 square feet, they would have to do this interior parking lot
9 landscaping in addition to the perimeter. That's what would
10 trigger interior parking lot landscaping. And it would be the
11 same standard we have now, the 10 percent of the total parking
12 area.

13 One thing that I was suggesting we do a little bit
14 different, currently, we except out, when we are calculating
15 the 10 percent parking area, we don't include the access drives
16 or the ingress/egress areas but in Section 22 we did. So I
17 thought, why don't we just include that and make them do 10
18 percent of the total parking area because it's a little
19 difficult, I think, sometimes to except out those access drives
20 from an enforcement standpoint. It's easy to get a calculation
21 on the total parking area and then the total interior, and then
22 it's a little bit more black and white on, okay, what are we
23 taking out or what are we allowed to include or not include?

24 So we just looked at the whole parking area and
25 whatever that square footage is, take 10 percent of that and
26 that's the amount of interior, I think, would be a little bit
27 easier from an enforcement standpoint. I don't think it would
28 really bump up the number that much than what we currently
29 require. Do you think it would?

30 MR. BULLARD: No, I don't think it would. It is

1 going to depend on the layout. Like, if you have a business
2 where they have a long driveway, then it would be bumped up --
3 going to the rear of the building. That's when you have, you
4 have difficulty. They have to show some kind of buffering at
5 some point. But when you have a long driveway, you are going
6 to have to put the snow somewhere in northeast Ohio. That's
7 where your green space is going to be during the winter.

8 MS. FREEMAN: Yeah.

9 MR. BULLARD: So you are going to need someplace to
10 throw it anyways. So it's, if they want to build it, they will
11 figure it out.

12 MS. FREEMAN: And moving down that, like, C would be
13 if we were going to require them to do the landscape strips
14 between abutting rows, like, the 20 foot wide, we would count
15 that as part of the interior parking lot landscaping. And then
16 if they needed additional interior parking lot landscaping,
17 then they could provide it in islands, like, at the end rows or
18 whatever logical form, place that they felt worked good for
19 their site, instead of dictating between every ten spots,
20 giving them that flexibility of what works best for the
21 specific site.

22 And then keeping the same standards we have right now
23 as far as the minimum, minimum width or length of any area in
24 that, it can't be lower than 5 feet in any direction when
25 you're measuring those landscape islands. And then if those --
26 Within the landscape islands, we still are going to have that
27 requirement of providing that shade tree per -- based on the
28 number of parking spaces that are in the parking lot.

29 And then the same regulations for using vegetative
30 grass or other low-level plant material. Obviously, if they're

1 going to do bioretention in there, they would do the plant
2 material that's suitable for that type of structure that was
3 designed for stormwater management. We wouldn't know what that
4 would be. I don't think we would specify what those plants
5 would be. That would be approved as part of their plan through
6 the Soil and Water Conservation District and the Stormwater
7 Management Department.

8 And then just the last thing I have for tonight
9 was -- We, kind of, already touched base on the shared parking.
10 Flip back to the first page. We currently allow deferred
11 construction of required parking spaces, and it requires a
12 variance to go to the Board of Zoning Appeals. And you can not
13 construct up to 30 percent of the required parking area. I was
14 feeling like, if we went through the site plan review process
15 and we've got a site plan in front of the Zoning Commission, we
16 may want to consider allowing the board that's actually
17 reviewing the site plan, to allow them to defer the
18 construction of some of the parking areas. So if it's in front
19 of the Zoning Commission, you would be allowed to do that, or
20 if it was in front of the Zoning Commission (sic.), they could.
21 So it was by right versus by variance.

22 But with that, I felt like we would need to provide
23 some additional safeguards in order to cover the Township in
24 case that they -- that we needed that parking, that we needed
25 them to build it out. So marked in red here are changes that I
26 was proposing, so the main one being it could be an approved
27 deferment by right with the board that's reviewing it. And
28 then just specifying that any area that is set aside for
29 deferred, for future parking, that would be considered part of
30 the impervious surface area when calculating the lot coverage.

1 So, currently, in the commercial districts, you can't
2 -- it's a 70 percent lot coverage. You can't exceed that. So
3 if you are going to defer some of that parking, we want to make
4 sure that we're including that in that number. That way, they
5 don't go over if they end up building it. And then we also
6 want to make sure that they're building their stormwater
7 management facilities under the assumption that all of that
8 parking is going to be created.

9 And then just specifying that we want to see, on the
10 actual site plan that we're approving, the actual location and
11 the layout of that area with the annotation that this is
12 deferred parking and that it will be constructed according to
13 the Zoning Resolution in the event that the zoning inspector
14 makes a finding that the parking is necessary.

15 This all has to be reviewed by legal, too. So I
16 don't know if she'll be on board with that kind of discretion
17 or not. But you might give the zoning inspector a little bit
18 too much discretion, now that I am thinking about it. But if
19 it's determined that the parking needs to be built, kind of,
20 came up with a -- looking at some other existing communities,
21 their process in doing that, you send a certified letter.
22 Within three months, you've got to construct the parking as per
23 the site plan. That just, you know, gives some time frame. As
24 it's written today, we don't have any guidelines. Okay. Well,
25 what happens if it's needed? It's kind of up in the air. So
26 I think this would make it a little bit easier to enforce if
27 somebody were to do this.

28 And then the next page, we already discussed somewhat
29 the shared parking and adding some additional guidelines for
30 that if we were going to expand upon that a little bit. In

1 that existing text, 29.08(B) there that's listed, we have some
2 additional regulations that relate to parking areas that talk
3 about when you're -- access drives for parking areas or loading
4 spaces shall be located in a way that any vehicle entering or
5 leaving the lot shall be clearly visible for a reasonable
6 distance from the private or public street. I think this could
7 be better suited in a different section of the Zoning
8 Resolution, probably under, if you create that new section for
9 general standards that apply to all the parking areas, these
10 statements should be there versus in this location of parking
11 spaces. This is more geared towards the shared parking and the
12 off, off-site parking rather than how you enter and exit a
13 parking lot.

14 MR. SCHINDLER: Yeah. It should be in all of them.

15 MS. FREEMAN: What's that?

16 MR. SCHINDLER: It should be in all of them, no
17 matter what kind of parking or, you know, buildings or
18 location.

19 MS. FREEMAN: Right.

20 MR. SCHINDLER: All should have access to clear views
21 so they can see --

22 MS. FREEMAN: Right.

23 MR. SCHINDLER: -- getting in and out. That should
24 be considered safety.

25 MS. FREEMAN: Okay. So I guess I was anticipating
26 maybe going back, between now and next month, and working on
27 some of the things we talked about, doing a little bit more
28 research. And then I can talk to Heather Elmer, from Chagrin
29 River Watershed Partners, and see if she might be available to
30 briefly come to the next meeting.

1 And then we've got other things that were on this
2 list, too, that we originally talked about maybe we should
3 talk -- consider doing. I don't know if anybody went through
4 and read that in the packet before tonight but some of these,
5 we touched upon today already. I know there -- We kind of
6 talked about the private -- Well, we talked about the desire
7 maybe of some developers to do subdivisions on private roads
8 with fee simple lots. So we could start looking at how we
9 currently regulate private roads in the township, either -- I
10 started looking at that a little bit. Like, obviously, in the
11 R-3 we allow private roads. We really don't have any
12 guidelines on them. We could consider adding some additional
13 guidelines for them to make sure that they meet the Fire
14 Department's regulations and things like that or --

15 But then we also have other regulations that, kind
16 of, allow people to do these shared driveways. A shared
17 driveway, I consider like a couple houses that are using the
18 same drive. We don't regulate that at all. I don't know if
19 that's a safety concern. I don't know if it's something we
20 want to regulate. But we could talk a little bit about that
21 next month, if we want to, in relationship to general, like,
22 the R-1 and the R-4 Districts or just like the R-3 or even in,
23 like, the planned, planned unit developments and whether or not
24 we want to allow private roads and fee simple lots in some
25 circumstances or not at all.

26 MR. SCHINDLER: Don't we, because of access to fire
27 and safety equipment with private lots, that we regulate them
28 now. They have to be, at least, wide enough to accept a fire
29 engine and stuff like that.

30 MS. FREEMAN: For platted lots on a private road?

1 MR. SCHINDLER: Yeah.

2 MS. FREEMAN: According to the County, they make you
3 build the road to the same specifications as a public road but
4 they would reduce the right-of-way width. So, like, you could
5 go down on the right-of-way width and just provide additional
6 utility easement on the lots.

7 MR. SCHINDLER: Right.

8 MR. BULLARD: But the pavement, supposedly, is
9 supposed to be the same width and standards as if it were a
10 public road.

11 MR. SCHINDLER: Okay.

12 MS. FREEMAN: But, like, we've got private roads in
13 the township that I haven't had any conversations with the Fire
14 Department yet but I was anticipating maybe reaching out to
15 them and saying, "What are your concerns with, you know, this
16 road? Is it a problem? Do we have fire hydrants back there?
17 What are the turn-around issues?"

18 MR. SCHINDLER: Yeah, because you can -- There's a
19 lot of them, of course, in Concord. You go down some of these
20 roads, you see a lot of them. All of a sudden, the driveway is
21 so small, it disappears. There is four or five houses back
22 there. Fire equipment could have a rough time not only getting
23 in there but getting back out.

24 MS. FREEMAN: What's there exists. But do we want
25 more of that? And if we do, should we set some standards for
26 how they should be done?

27 MR. SCHINDLER: Yeah, I believe, yeah. And I would
28 like to see someone from the Safety Department talk about that
29 a little bit, what they've run into over the years, if
30 anything, because, you know, I think it's a good idea. Yes,

1 no?

2 CHAIRMAN PETERSON: Oh, that would be a good idea.

3 MR. McINTOSH: Yeah.

4 MR. SCHINDLER: Yeah.

5 CHAIRMAN PETERSON: Definitely.

6 MS. FREEMAN: All right. We can maybe start that
7 conversation and see what we may have on that next month.

8 MR. SCHINDLER: Okay, please.

9 MS. FREEMAN: Okay. Any other questions or anything
10 else at this point?

11 CHAIRMAN PETERSON: No. Thank you. That's really
12 good because, obviously, these have been developed over time
13 and over many years and by many different people. And you kind
14 of look at this with fresh eyes and I like the way you're
15 consolidating it, simplifying it and clarifying it at the same
16 time. So, ultimately, it will be easier to use as a reference
17 by us and by, certainly, the people that need it, the
18 developers and so forth. So good job.

19 Any discussion here, guys?

20 Thank you, Heather. Great.

21 MR. SCHINDLER: Thank you.

22 CHAIRMAN PETERSON: Okay. The next item on our
23 agenda, if I can find my agenda, is correspondence report by
24 Zoning Commission members. I will start on my right. Andy,
25 anything?

26 MR. LINGENFELTER: No.

27 CHAIRMAN PETERSON: Okay. Rick?

28 MR. GORJUP: Nothing.

29 CHAIRMAN PETERSON: Morgan?

30 MR. McINTOSH: Nothing.

1 CHAIRMAN PETERSON: Frank?

2 MR. SCHINDLER: Nothing.

3 CHAIRMAN PETERSON: Okay. No correspondence with me
4 either. So moving on to the next item is the approval of last
5 month's meeting, which was July 5th. Do I have a motion to
6 approve the minutes from that meeting?

7 MR. McINTOSH: Mr. Chair -- Mr. Chairman, I move that
8 we accept the minutes as --

9 CHAIRMAN PETERSON: Okay. Do I have a second?

10 MR. GORJUP: Second.

11 CHAIRMAN PETERSON: Thank you. All in favor?

12 (Five aye votes, no nay votes.)

13 CHAIRMAN PETERSON: Those are done. Okay. Our next
14 meeting will be September 6, 2016. With that, we will adjourn.

15 (Whereupon, the meeting was adjourned at 8:31 p.m.)
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1 STATE OF OHIO)
2 COUNTY OF CUYAHOGA) CERTIFICATE

3 I, Melinda A. Melton, Registered Professional
4 Reporter, a notary public within and for the State of Ohio,
5 duly commissioned and qualified, do hereby certify that, to
6 the best of my ability, the foregoing proceeding was reduced
7 by me to stenotype shorthand, subsequently transcribed into
8 typewritten manuscript; and that the foregoing is a true and
9 accurate transcript of said proceedings so taken as
10 aforesaid.

11 I do further certify that this proceeding took
12 place at the time and place as specified in the foregoing
13 caption and was completed without adjournment.

14 I do further certify that I am not a friend,
15 relative, or counsel for any party or otherwise interested
16 in the outcome of these proceedings.

17 IN WITNESS WHEREOF, I have hereunto set my hand and
18 affixed my seal of office this 23rd day of August 2016.

19 _____
20 Melinda A. Melton
21 Registered Professional Reporter

22 Notary Public within and for the
23 State of Ohio

24 My Commission Expires:
25 February 4, 2018
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28
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