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CITY OF NORTH CANTON, OHIO  
PLANNING COMMISSION

**TRANSCRIPT OF  
JANUARY 8, 2020, MEETING**

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Transcript of Proceedings of the North Canton  
Planning Commission, taken by me, the undersigned, Laurie  
Maryl Jonas, a Registered Merit Reporter and Notary Public  
in and for the State of Ohio, at the North Canton Civic  
Center, 845 West Maple Street, North Canton, Ohio, on  
Monday, January 8, 2020, at 7:15 p.m.

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APPEARANCES:

Tom Serra, Chairman

Peter Volas, Member

Jamie McCleaster, Member

Eric Dalpiaz, Member

Brian Mihalcin, Member

Patrick DeOrion, Director of Administration

Timothy L. Fox, Director of Law

Martin VanGundy, IV, Chief Building Officer

Stephan B. Wilder, Mayor

Marcie Cowles, Clerk

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1 MR. SERRA: All right. We're going to get  
2 the meeting started. Sorry for the delay tonight.

3 This is January 8 planning commission for the  
4 City of North Canton. Can we have roll call?

5 MS. COWLES: Mr. Serra?

6 MR. SERRA: Present.

7 MS. COWLES: Mr. Mihalcin?

8 MR. MIHALCIN: Here.

9 MS. COWLES: Mr. Volas?

10 MR. VOLAS: Here.

11 MS. COWLES: Mr. Dalpiaz?

12 MR. DALPIAZ: Here.

13 MS. COWLES: Mr. McCleaster?

14 MR. MCCLEASTER: Here.

15 MS. COWLES: Five present.

16 MR. SERRA: All right. Thank you.

17 We have the -- let me check the date here.

18 MR. DEORIO: November 6.

19 MR. SERRA: Yeah. Thank you. I thought I  
20 was reading a different date on here.

21 November 6 planning commission meeting  
22 minutes. Do I have an approval for the minutes?

23 MR. MCCLEASTER: So moved.

24 MR. SERRA: Second?

25 MR. DALPIAZ: I'll second.

1 MR. SERRA: Roll call.

2 MS. COWLES: Mr. Mihalcin?

3 MR. MIHALCIN: Abstain.

4 MS. COWLES: Mr. McCleaster?

5 MR. MCCLEASTER: Yes.

6 MS. COWLES: Mr. Dalpiaz?

7 MR. DALPIAZ: Yes.

8 MS. COWLES: Mr. Serra?

9 MR. SERRA: Yes.

10 MS. COWLES: Mr. Volas?

11 MR. VOLAS: Yes.

12 MR. SERRA: Thank you.

13 Tonight we have an adjunction hearing for  
14 Application No. 19-15; it's a conditional use permit  
15 for a new car wash facility at 501 Applegrove Street,  
16 Northwest.

17 Do we have a person in the audience that can  
18 represent this project and come up and speak about  
19 it? Come up to the podium, state your name and  
20 address, please.

21 MR. FOX: And sir, if you would, in addition  
22 to that, it's coming from me, I'm Tim Fox, the law  
23 director, so that the board is aware of the -- your  
24 background, training, experience, so forth, when you  
25 introduce yourself could you let the board know

1 your -- your training, your experience, and any  
2 certificates, whatnot that you have to offer the  
3 evidence that you are going to present on behalf of  
4 your -- your client, your business.

5 MR. SANDERS: Sure. Thank you.

6 So --

7 MR. DEORIO: Let me make sure that your  
8 microphone has been turned on. I'm sorry to  
9 interrupt. Yeah, you're good to go. Stay close to  
10 it. Thank you.

11 MR. SANDERS: So my name is Craig Sanders and  
12 I'm going to introduce the project, but I do have our  
13 architect here that will be able to present the  
14 details tonight.

15 My name is Craig Sanders. I live in Medina,  
16 Ohio. I am president of Progressive Auto Group in  
17 Massillon. Graduate of Miami of Ohio. I hated  
18 coming here when I was a kid because the wrestling  
19 team was much better than the one that I was on at  
20 Jackson.

21 Tonight we will be discussing the details of  
22 the car wash that we're proposing. We do have a  
23 facility like this in operation; it's been running  
24 since -- well, it's about two and a half years, it  
25 will be three years in September of this year. It is

1           successful; it's doing well. And the architect that  
2           is here tonight is the architect that built that  
3           facility as well, or designed it. We had Olivieri  
4           Construction here in North Canton build that  
5           particular one and we would be most likely using them  
6           to build this one as well. Our architect's name is  
7           Dan Barney and he is from northeast Ohio.

8                        Before I bring him up, does anybody have any  
9           questions for me or --

10                      MR. SERRA: I think at this time just discuss  
11           the project.

12                      MR. SANDERS: Okay.

13                      MR. SERRA: Thank you.

14                      MR. SANDERS: Dan.

15                      MR. BARNEY: Good evening. Thanks, Craig.

16                      Dan Barney with Arkinetics Architects in  
17           Cleveland, 3723 Pearl Road, Cleveland, 44109.

18                      As Craig mentioned, we're seeking conditional  
19           use here for a car wash at 501 Applegrove. As for  
20           everybody that's familiar with the site, there's a  
21           couple of existing industrial-style buildings.  
22           Schaub Electric has been there for a number of years,  
23           and the proposed redevelopment would be to take down  
24           those buildings. The site itself is just under 3  
25           acres, and we would redevelop the site into what the

1 common term is a tunnel, a tunnel car wash, so these  
2 are the newer style of car washes that you probably  
3 see them popping out throughout various communities  
4 but it's more the efficient and modern way of car  
5 wash type of facilities.

6 So there -- this particular one is 150 feet  
7 in length. We positioned the building in an east and  
8 west fashion so it's a rectangular-style building.  
9 So -- so what's on the screen here currently is just  
10 our architectural site plan. We are really trying  
11 to -- circulation is a pretty big deal on these,  
12 these car washes. Just trying to get the traffic  
13 flow to work and how you enter and exit the facility  
14 so it makes sense and the customer, you know,  
15 knows -- knows how to navigate the site, so we paid a  
16 lot of detail to that. And we do have quite a bit of  
17 room on this site so we actually have the opportunity  
18 to beautify it more than a restrained site would be,  
19 so we took the opportunity to add some boulevards  
20 into the facility itself.

21 So we're proposing -- there's currently a  
22 shared drive that serves the business to the east and  
23 also the current Schaub facility. So we're actually  
24 proposing to shift that curb cut access to the west,  
25 which would offer some relief from this, the business

1 to the east. We would have the boulevard entry  
2 coming in, so if you're a customer you would come in  
3 and get into the queuing.

4 Marcie?

5 MS. COWLES: Yes. Sorry.

6 MR. BARNEY: Thank you.

7 So if you're a customer, you would come in --  
8 this is as good as any. This shows our landscaping.

9 But you would enter into the site, drive down  
10 this boulevard type of feel. There's a cell tower  
11 that's in the upper -- upper northeast corner. Come  
12 in through the pay kiosk and enter into the start of  
13 the tunnel car wash on the west side and then  
14 traverse through the tunnel itself and exit on the  
15 east. We also do have kind of a breakout zone on the  
16 furthest north portion that is used for employee  
17 parking and it's also intended to serve as parking  
18 for any of the cell tower service vehicles that may  
19 need to use that. So also can be used as a bypass  
20 lane so if someone comes in and realizes they have an  
21 emergency and can't wait for the wash they can bail  
22 out and exit, exit in that fashion.

23 So once a customer comes through the wash,  
24 they exit, they can either leave pretty much the way  
25 that they came in or they can go back --

1           Marcie, can you back up? I'm sure your  
2 computer is jumping around.

3           MS. COWLES: That's okay. I just wanted to  
4 show the arrows.

5           MR. BARNEY: Okay. So they can exit directly  
6 onto Applegrove again or they can pull in, these are  
7 where the vacuum services are, vacuum their car and  
8 then exit again.

9           So in organizing, I mentioned circulation was  
10 important but we did also pay attention to how we --  
11 how we wanted to orient the building to best kind of  
12 respect the residences. We realize there's  
13 residential to the north, residential to the -- to  
14 the west. We are proposing a solid fence that runs  
15 along both of those property lines to help with sound  
16 and also any headlights and that kind of thing as  
17 you're coming in and out of the site.

18           We are also proposing, as you guys can see,  
19 the landscaping that we suggested so there's kind of  
20 these maple trees that we have coming in the  
21 boulevard. I believe we have arborvitae around some  
22 of the areas where the dumpster enclosure is and also  
23 some these vac -- vac areas, to help screen some of  
24 these devices. I would also like to mention that the  
25 way that circulation goes through -- through the site

1 so the drying operation, where the fans and the  
2 blowers that blow off the cars, those are on the  
3 farthest east portion of the site, so which is  
4 towards the commercial -- commercial zone.

5 So there were some questions about vehicular  
6 access for service vehicles, fire department.

7 Actually have a drawing, I don't have it on this  
8 presentation but we did have our civil engineer do an  
9 auto-turn to determine if a 41-foot firetruck could  
10 make it in and out of here okay, and it can. It's a  
11 little tight in some areas. I'd be willing to share  
12 with the staff what the results of those are, but  
13 we -- we can soften some of these curb radiuses to  
14 help that. There's also the ability that fire  
15 emergency access can always come in the exit aisle  
16 and come straight into the development if in the  
17 event there's too many vehicles in here, which I  
18 don't anticipate but you never know.

19 Next -- next image would be good.

20 So these are some renderings of what the  
21 exterior of the building would look like. So this  
22 image here in the upper right, this is what you would  
23 see -- this is the entrance into the tunnel, so you  
24 would come in and exit and then work your way out,  
25 but this is more or less what you would see from the

1 Applegrove entry point coming in. We did not show  
2 the trees in here, otherwise you wouldn't see the  
3 building. So but it's a modern metal building. The  
4 top of the building is approximately -- I think it's  
5 just under 35 feet tall. And this is -- it's pulled  
6 away from -- from the edge of the west -- west  
7 property line.

8 So I'm trying to think. The next slide,  
9 perhaps.

10 That's just some straight two-dimensional  
11 drawings. There should be another landscape drawing  
12 that has -- maybe it's at the last page. Nope. One  
13 above it. This one here.

14 So we did receive some feedback,  
15 understanding that sound is a concern. And we --  
16 since Progressive already owns one of these  
17 facilities, we actually have real data that we were  
18 able to pull from to see how loud one of these  
19 facilities is. So we actually took decibel readings  
20 of their current facility and tried to replicate how  
21 that would -- how that would apply to this particular  
22 project. So the numbers that we came up with I put  
23 in red on here, which are a little -- little hard to  
24 read but I have them written down here.

25 So the -- the exit side of the tunnel, which

1 is where the dryers would be, would be here, so we  
2 ended up taking -- so our end of the proposed  
3 building to the property line here is 75 feet. So we  
4 actually took a reading of their present facility in  
5 Massillon and took a reading and that came up with  
6 67 decibels. As a point of reference, normal  
7 conversation of me speaking is approximately 60,  
8 60 decibels. A vacuum cleaner is about 70. And then  
9 it just keeps going up from there. So that kind of  
10 gives you an idea of where we're currently at. And  
11 then we also took readings from the point of use  
12 vacuums at their current facility. We took a 50-foot  
13 reading and that ended up being 68 decibels, and we  
14 also took a hundred-foot reading and that was 62.  
15 And that was with no fence or landscaping, so that  
16 was just wide open. So it's not quite the same  
17 situation that we have here because we are proposing  
18 to have a solid fence so I anticipate those numbers  
19 to be lower even yet, and additionally, the  
20 residences are another approximately hundred feet  
21 beyond, beyond this fence line. So the numbers  
22 should be lower.

23 And then we also took another reading here at  
24 the Applegrove site, as is, just to kind of use that  
25 as the control to see where we are at currently. And

1 the readings were taken at Applegrove, which is a  
2 busy street. So if no cars are going by, the noise  
3 level's about 60. But when a bunch of traffic comes  
4 through it goes all the way up to 87. So it does  
5 increase quite a bit. So we are in that mid -- mid  
6 60s, upper 60s range in decibel readings, which seems  
7 to be fairly low compared to, you know, the street  
8 noise. So we're kind of -- we're less than the  
9 street noise. At least we're projecting we're going  
10 to be. So I think that is for the most part of what  
11 I have to say.

12 I went to the site again this afternoon  
13 before the sun went down and just looked at the  
14 facility and it's a lot of industrial that's there.  
15 All those buildings would come down. I really feel  
16 that this project would help beautify this area and  
17 actually get a modern type of development into the  
18 area. We are -- we're not skimping on the  
19 landscaping. You know, it's -- I think it's a good  
20 site. It's a good -- good project. It's a nice  
21 catalyst to kind of clean up some of the things that  
22 have been there for a while. So I appreciate your  
23 feedback.

24 MR. SERRA: Mr. Berry [sic], what would be  
25 the hours of operation?

1 MR. BARNEY: That's a great question. I  
2 don't know when they would open. Mr. Sanders could  
3 probably answer, but I do know that they close at  
4 eight o'clock at night. So that's --

5 MR. SANDERS: We are not a 24-hour operation.  
6 We open up at seven o'clock every morning, we're open  
7 'til 8:00 every night except Sunday, and Sunday we  
8 are open from noon to 4:00. We would utilize those  
9 same hours, that same schedule.

10 MR. SERRA: Were you able to get that?

11 (Court reporter nodding.)

12 MR. SERRA: And what about the lighting on  
13 the site? How are you going to light the site?

14 MR. BARNEY: We didn't bring that up.

15 So the lighting would be -- obviously we do  
16 have to light the site, but we would be proposing  
17 LED, call it parking lot lighting, but they'll be on  
18 poles. We have not done a photometric study yet but  
19 the goal would be to have zero cut-off at the  
20 property lines. I'm sure we could agree to have them  
21 lower poles in -- like in the 20-foot range so these  
22 things aren't towering, you know, so the neighbors  
23 could see. I'm sure we could get good levels on  
24 that.

25 The owners of the current facility, we

1 already discussed that once operations close down at  
2 eight o'clock they would put their lighting into  
3 nightlight mode so that would also kick the levels  
4 down. So it would be enough for security purposes  
5 but it's not going to be full -- full glow.

6 MR. SERRA: So you would have zero  
7 foot-candles at the property line?

8 MR. BARNEY: At the property line --

9 MR. SERRA: And if that means putting shields  
10 on or something, you would acquire that?

11 MR. BARNEY: That's correct.

12 MR. SERRA: What is the parking -- what's the  
13 capacity of the three lanes of cars that can line up  
14 to going -- waiting to go into the car wash and  
15 what's the experience that you've had? Is it  
16 adequate or is this going to back up?

17 MR. SANDERS: I'm going to introduce John  
18 Dunn. He is owner of our facility in Massillon and  
19 he is an operations manager at the location so he  
20 should be able to answer these questions.

21 MR. SERRA: Thank you.

22 MR. DUNN: I don't know how many cars will  
23 fit back there. We can run through this tunnel, it  
24 should have a capacity of about a hundred cars an  
25 hour. So there's a lot of room here. Actually

1           there's more than what we have in our current  
2           location in Massillon. I don't see us really  
3           encountering a situation where we would actually have  
4           cars waiting on Applegrove Street to get into the  
5           facility because the longer the tunnel the faster it  
6           goes, and this tunnel is actually 30 feet longer than  
7           the one we have in Massillon so it would have a  
8           bigger capacity and faster speed.

9           MR. SERRA: Does the Massillon ever back up?

10          MR. DUNN: Once or twice we have had that,  
11          but we do not have near the length to queue cars on  
12          our property over there. We're much closer to the  
13          street.

14          MR. SERRA: Okay. So part of this design was  
15          considering that?

16          MR. DUNN: That's why the building's clear at  
17          the back of the property, yes.

18          MR. SERRA: Thank you. Any other -- Martin?  
19          Your analysis.

20          MR. VAN GUNDY: Excuse me. Can you hear me  
21          okay?

22          MR. DEORIO: Closer.

23          MR. VAN GUNDY: How about now?

24          MR. DEORIO: Have you got the red light on?

25          MS. COWLES: Make sure the red light is on.

1 MR. VAN GUNDY: I see the green light and it  
2 gets me every time. Waiting for the green light to  
3 go on.

4 Thank you, Dan.

5 The business is located in a general business  
6 district. It's currently replacing a more industrial  
7 type of use. It seems to be a less intensive use  
8 than what's going away as part of this project. The  
9 project in the general business district is a  
10 conditional use, hence tonight's meeting. We have  
11 met with the applicant a few times to discuss the  
12 project and answer questions that staff has had.  
13 We've circulated the planning commission packet to  
14 all the city departments and gave an opportunity for  
15 comments. Those comments have been forwarded to the  
16 applicant to address at tonight's presentation.

17 One of the interesting points here is the  
18 zoning code doesn't quantify a level of noise for any  
19 given project that I found. It talks about it, it  
20 addresses it, but it does not give a level that we  
21 have to have a threshold, if you will, of what we  
22 have to fit within. The project does incorporate  
23 noise attenuation and screening given the type of  
24 equipment selected, the layout of the property. I  
25 don't recall hearing in the presentation, maybe it

1 was referred to anyway, on the east end of the  
2 building is where the blowers are so that's about as  
3 far away from the residential use as we're going to  
4 get. And with that, that reminds me, to the west, of  
5 course, is residential. To the north is a vacant  
6 land which is also zoned residential. To the east is  
7 commercial, and then to the south is -- is Applegrove  
8 with the restaurant across the street.

9 Given -- given the design considerations,  
10 this appears to be a consistent use for the zone and  
11 compatible with the adjacent zoning. With such, the  
12 staff recommends approval of the conditional use  
13 permit.

14 MR. SERRA: Thank you. Excuse me. Anyone  
15 from the commission here have questions?

16 MR. DALPIAZ: I have questions about the  
17 general development plan, but do you want me to wait  
18 'til or do you want to talk about it altogether  
19 because I know we have conditional use to approve but  
20 also the development plan is separate approval.

21 MR. SERRA: Go ahead.

22 MR. DALPIAZ: I guess my questions reside  
23 with the curb cuts and the adjacent property that is  
24 the business that's staying. I believe it's  
25 Signarama. Could you kind of speak to, I guess, the

1 thought process there in giving them access to their  
2 business? And then, I guess, I gather from the site  
3 plans that you are creating some sort of deed  
4 easement so they can have access for their drive?

5 MR. BARNEY: Yes. I can speak to that. This  
6 drawing on the screen actually shows -- it's really  
7 fine but it's this shaded area. This is ideally what  
8 this business needs to make them self-sufficient so  
9 that they don't need an easement or they can sustain  
10 their own curb cut in there. So I know we still have  
11 to work that out so but it's either going to be an  
12 easement or some sort of property arrangement where  
13 they would have access to their facility.

14 MR. DALPIAZ: It would either be replatted or  
15 to be an arrangement with the deed, is that the  
16 intent?

17 MR. BARNEY: Yes.

18 MR. DALPIAZ: I guess my question then  
19 becomes, Martin, is the distance between the curb  
20 cuts, I guess I have a -- I have a big issue with  
21 that because I know plenty of places in our area this  
22 is an issue and actually one of them is right outside  
23 my office so I deal with it on a daily basis. You  
24 have people, you know, leaving that business turning  
25 right and then someone turning left right in front of

1           them, which the person turning right out of, say,  
2           Signarama, they're only looking left when they come  
3           to that stop. You know, they come to Applegrove.  
4           They're looking left. If it's clear, they just turn  
5           right and do not look right. Someone coming out left  
6           is looking left and they just pull out. The  
7           probability for accidents in this situation is very,  
8           very high, and since there's already some sort of,  
9           you know, trade-off that's going to have to be made  
10          with the neighbor, I guess is there an ability to  
11          share the entrance drive, your curb cut, to get  
12          access to their site? And I'm not sure where this  
13          stands from the city's point of view with curb cuts  
14          and easements between properties.

15                 MR. VAN GUNDY: So in regards to the curb  
16                 cuts, we would work with the city engineer's office,  
17                 and we did, and that was part of the conversations.  
18                 And as I recall, it was suggested that it was going  
19                 to be a right turn only coming out of the car wash.  
20                 We didn't talk about the adjacent property though.  
21                 So if that would be the same thing, but we would  
22                 certainly work closely with the engineer's office to  
23                 make sure that it was a safe arrangement.

24                 MR. DALPIAZ: Okay.

25                 MR. MCCLEASTER: Martin, was the suggestion

1 for it being a right turn only, was that based on the  
2 fact that there's another -- an entrance to another  
3 business directly to the east or is that simply  
4 because the amount of traffic on Applegrove?

5 MR. VAN GUNDY: We didn't talk specifically  
6 about the adjacent property there. It was mainly in  
7 regards to the traffic and the stacking of the cars  
8 egressing onto Applegrove. And the applicant  
9 actually suggested that they were doing the right  
10 turn only out of there.

11 MR. MCCLEASTER: Okay.

12 MR. DALPIAZ: Am I reading the drawing  
13 correct the business technically has no access off  
14 Applegrove without using part of the property that  
15 you are purchasing, or have purchased?

16 MR. BARNEY: Yeah. Currently as it stands  
17 right now, their property owns maybe a third of the  
18 curb cut.

19 MR. DALPIAZ: Right. Okay. So we weren't --  
20 I guess I'm just trying to look at this from a legal  
21 basis of what is in these deeds. I mean, is this  
22 agreement so far has just been, Oh, that's how we  
23 both use these properties. I guess there's nothing  
24 written in any of the deeds about sharing a drive  
25 currently for any legal descriptions? Do you know

1           what I'm saying?

2                   MR. SANDERS: I believe you are correct.

3                   MR. DALPIAZ: Yeah. That's fine. That's  
4 fine. It happens all the time. My point is --

5                   MR. SANDERS: We've not been able to find  
6 anything specifically to address it that -- that --  
7 other than a handshake, so --

8                   MR. DALPIAZ: Yeah. Understood. Totally  
9 understood. My point is, if you know, my suggestion,  
10 and I'm -- this is me speaking now, this is not the  
11 board's suggestion. But my suggestion would be that  
12 you share a common curb cut and then come off the  
13 curb cut to get into their site. Because by taking  
14 away what they have now we're not taking away a curb  
15 cut from that property. There has to be an agreement  
16 made in order for both properties to function. And I  
17 guess in the bigger picture, there's a picture of  
18 safety. Having one curb cut is much, much safer than  
19 these two so close. Because I've experienced this  
20 firsthand. And with the amount of traffic that's  
21 traveling on Applegrove, I just see it as a problem  
22 eventually.

23                   MS. COWLES: Can you repeat that?

24                   MR. DALPIAZ: Does the adjacent property  
25 owner happen to be here? He is. Oh, very good. I'd

1 love to -- we would love to hear your opinion or  
2 comments, I guess.

3 MR. PARKER: Larry Parker. And we have the  
4 property just east of Schaub Electric. And yes, we  
5 do have shared driveway and it is also in the deed.  
6 And it's been that way for ten years.

7 MR. DALPIAZ: Okay.

8 MR. PARKER: And we've never had a problem.

9 MR. DALPIAZ: Okay. Do you see an issue  
10 with -- I mean, obviously every business prefers  
11 their own entrance to a roadway, but do you see an  
12 issue whether you have your own curb cut or you  
13 shared a curb cut with the property?

14 MR. PARKER: No, I don't see a problem at  
15 all. It's working with the owners.

16 MR. DALPIAZ: Okay. Correct. We don't have  
17 anything in our zoning that prevents that or  
18 prohibits that or frowns upon that. I've ran into  
19 this issue in the past in some jurisdictions in this  
20 case they will not even let the property owners come  
21 to an agreement to share a curb cut. They say we  
22 must have -- every business must have access off the  
23 road, period. If they're separate -- actually  
24 separate owners.

25 MR. VAN GUNDY: Nothing pops out in my mind

1 from the zoning code standpoint. Now we have  
2 Chapters 9, but that's more of the city engineer's  
3 office in that.

4 And to refer back to Commissioner  
5 McCleaster's question, we did talk about the easement  
6 but it wasn't specifically -- I don't believe they  
7 were tied together in -- in the two subjects which  
8 you were talking about, but we were talking about  
9 revisions to the easement and/or plat and that it  
10 needed to be addressed for the property owner.

11 MR. DALPIAZ: Okay.

12 MR. PARKER: And having that easement in the  
13 time that we've been there working together with  
14 Schaub Electric maintaining that drive as far as like  
15 tar, anything that we've needed it's always been  
16 taken care of.

17 MR. DALPIAZ: Right.

18 MR. PARKER: Okay.

19 MR. DALPIAZ: Right. Okay. Understood.

20 Thank you.

21 MR. SERRA: Any other questions from the  
22 commission?

23 MR. VOLAS: Yeah, I have a couple.

24 Martin, from the city's standpoint with  
25 the -- I'm taking -- I'm stepping a little bit on my

1 view of this, this area, and I'm looking at it as  
2 part of a greater development. Is there any  
3 consideration of a master plan of the areas bounded  
4 by Applegrove, Main Street, Stratavon, especially  
5 with the impending closing of the Kmart site and how  
6 this area be redeveloped in the future for a greater  
7 impact to the city?

8 MR. VAN GUNDY: I think Mr. DeOrio has a  
9 comment and I would like to defer.

10 MR. DEORIO: That is a great question,  
11 Commissioner Volas, and as you are probably aware,  
12 the City of North Canton has not had a master plan  
13 update for approximately three years. Mayor Wilder  
14 is aggressively pursuing a new master plan, and part  
15 of that is in the zoning rework that we're doing, and  
16 we've had a chance to talk about this at length.

17 Our zoning consultant will be here in the  
18 beginning of February to start laying some of this  
19 out, but the gist of it is that, yes, we're going to  
20 update the master plan and the zoning to get it all  
21 working together. Presently our zoning code wouldn't  
22 even allow the master plan to move forward. It's not  
23 compatible. Apparently eight, nine years ago when  
24 that was thought of nobody looked at how it worked  
25 together.

1           But yes, with the impending close of that  
2           area, the city is also very interested in  
3           aggressively pursuing acquisition of property in its  
4           own right and we would look to get this question  
5           answered in 2020 with a new master plan and a new  
6           zone component that would allow district zoning, you  
7           know, throughout the city. So businesses that are on  
8           Main Street have different zoning needs and issues  
9           than the ones in the area that you're describing, and  
10          vice versa throughout the city, so it's not a "one  
11          size all fits" zoning code. The idea is to come up  
12          with -- in the area that you described is a very  
13          unique district and could have its own separate  
14          requirements.

15                 MR. VOLAS: Thank you.

16                 The other question I have, what's the  
17          proposed total investment in this project? Total  
18          project cost.

19                 MR. SANDERS: All that -- all that I would be  
20          able to do to answer that would be based off of our  
21          existing facility. We have about a total of  
22          \$3 million in our Massillon facility, and this  
23          facility is larger, so I'm not sure exactly what that  
24          will be, but it will be designed and built very much  
25          the same with similar equipment.

1 MR. VOLAS: What's the breakout between  
2 equipment and real personal property and real  
3 property in that scenario? Approximately.

4 MR. SANDERS: Well, the property that I  
5 bought in Massillon was a closed Friendly's building  
6 and I built it for basically nothing. So essentially  
7 it's \$3 million in a facility, equipment,  
8 improvements, asphalt, lighting.

9 MR. VOLAS: So let me be a little bit more  
10 clear in my question then. The difference between  
11 the investment that you're making and the site, the  
12 land acquisition and the structure, all right, what's  
13 the breakout between that and what's inside the  
14 building like the washers, the dryers and stuff like  
15 that?

16 MR. SANDERS: Yeah.

17 MR. VOLAS: Is that a 50 percent investment?  
18 25? I'm not looking for exact dollars --

19 MR. SANDERS: Yeah.

20 MR. VOLAS: -- but I just want to understand  
21 from a tax standpoint how that's going to impact this  
22 property over its current use.

23 MR. SANDERS: I would say in a facility like  
24 this with the amount of improvements, with the -- the  
25 drive, which is much longer, it's probably 70 percent

1 building, 30 percent. I could be off by a bit but --

2 MR. VOLAS: That's what I'm looking for.

3 That's what I'm looking for. All right.

4 And as far as employees that are associated  
5 with this site, how many employees are associated  
6 with the -- the business?

7 MR. SANDERS: We have two full-time employees  
8 and we have a lot of part-time help.

9 MR. VOLAS: Okay. Thank you.

10 MR. SANDERS: Uh-huh.

11 MR. SERRA: Okay. Do we have any other  
12 questions from the commissioners?

13 MR. MIHALCIN: Just a couple.

14 I share the same concern about the adjacency  
15 of the curb cuts off of Applegrove because I don't  
16 think that everyone realizes the amount of traffic  
17 that potentially will be coming and going from that  
18 business during the course of a day, and unless that  
19 right turn only is determined, I could see potential  
20 for a high hazard or high accident area.

21 The fence to the north and to the west is a  
22 board-on-board fence to control light from the lane  
23 for the payment kiosks from light to the back of  
24 residential, Craig?

25 MR. BARNEY: If "board on board" means butted

1 together, yes.

2 MR. MIHALCIN: 6 foot?

3 MR. BARNEY: Yes.

4 MR. MIHALCIN: That's all I've got.

5 MR. SERRA: But you're saying that will be a  
6 right turn going out?

7 MR. BARNEY: Yes. This plan does not show  
8 that, but I went to the site today and I had a heck  
9 of a time turning left, so I was, like, we have the  
10 room to create a right turn only lane and also, you  
11 know, create a left lane, so that would be in the  
12 plans to adjust.

13 MR. SERRA: Right turn and a left turn.

14 MR. BARNEY: Yes.

15 MR. MCCLEASTER: I'm sorry. Say that again.  
16 There's a right turn and left turn?

17 MR. BARNEY: The drawings that we presented  
18 do not account for this. Yes, we have a real wide  
19 apron curb cut here, but we do have the room. I  
20 would probably end up skinning up this first  
21 boulevard landscape a little bit so I have enough  
22 room to get two lanes of traffic exiting that allow  
23 left and right to queue up.

24 MR. SERRA: You might want to also make sure  
25 you keep your landscaping back from the road --

1 MR. BARNEY: Agreed.

2 MR. SERRA: -- so that it doesn't block.

3 Any other questions from the commissioners?

4 We have an adjunction hearing and a public  
5 meeting. Can I go into the public?

6 MR. FOX: I recommend if there's any others  
7 that right now, those that are in favor and the  
8 developer and their owner, if there's others that are  
9 here that wish to comment.

10 MR. SERRA: So open it up to the public and  
11 if anyone would like to speak on this project, please  
12 go to the podium and state your name and address.

13 Okay. Thank you.

14 So we're going to look at the adjunction  
15 hearing first. So we have an Application 9-15,  
16 conditional use permit for a new car wash facility at  
17 501 Applegrove Street, Northwest. What would the  
18 commissioners like to do here? Is there a motion?

19 MR. VOLAS: I'll make a motion to approve the  
20 project for the conditional use permit.

21 MR. MCCLEASTER: And I'll second that.

22 MR. SERRA: Okay. Can we have roll call.

23 MS. COWLES: Mr. Dalpiaz?

24 MR. DALPIAZ: Yes.

25 MS. COWLES: Mr. Serra?

1 MR. SERRA: Yes.

2 MS. COWLES: Mr. Mihalcin?

3 MR. MIHALCIN: Yes.

4 MS. COWLES: Mr. Volas?

5 MR. VOLAS: Yes.

6 MS. COWLES: Mr. McCleaster?

7 MR. MCCLEASTER: Yes.

8 MS. COWLES: That's five yes, zero noes.

9 MR. SERRA: Okay. The second part of this is  
10 a public meeting, Application No. 19-15, general  
11 final development of plan for the new car wash at 501  
12 Applegrove Street, Northwest. Could I have a motion?

13 MR. DALPIAZ: I would make a motion to  
14 approve upon condition of a shared curb entrance for  
15 this property and the adjacent property.

16 MR. MIHALCIN: I'll second that.

17 MR. DALPIAZ: And I just -- one comment on  
18 that. I think there's a possibility -- Mr. Volas  
19 mentioned that there may be a possibility to line  
20 that drive up with Walther's directly across the  
21 street with their curb cut. I think that would be  
22 probably a good idea to have those align as part of  
23 that condition.

24 MR. SERRA: So it would be a shared curb with  
25 the -- with --

1 MR. DALPIAZ: Shared curb, and then whether  
2 it's a, you know, a land swap or an easement  
3 agreement between the neighboring property to provide  
4 access to the Signarama property.

5 MR. SERRA: And that property owner is Larry  
6 Parker.

7 MR. PARKER: And Ruth Ann Parker.

8 MR. SERRA: Pardon?

9 MR. PARKER: Larry T. and Ruth Ann Parker  
10 LLC.

11 MR. SERRA: And align it to the restaurant  
12 across the street.

13 MR. DALPIAZ: Yeah. Across the street with  
14 Walther's curb cut.

15 MR. MCCLEASTER: Did you put anything in  
16 there about lighting? We talked about that and the  
17 applicant said that they would make sure the lighting  
18 is zero by the property line.

19 MR. SERRA: You can add that if you like.

20 MR. MCCLEASTER: Mr. Dalpiaz is making the  
21 motion.

22 MR. DALPIAZ: Yes, I would be glad to add the  
23 motion that, you know, the lighting has to be zero  
24 foot-candles at the property line.

25 MR. MIHALCIN: Is the applicant required to

1 submit a photometric study for this?

2 MR. VAN GUNDY: Well, Chapter 1155 is pretty  
3 clear. Unlike the noise portion of the ordinance,  
4 1155 is pretty clear on the full cut-off lighting and  
5 height of the pole. I'm very comfortable that what's  
6 in the ordinance will be addressed as part of the  
7 project and I don't feel a condition is necessary for  
8 that, but, of course, you're welcome to reiterate  
9 that.

10 MR. MCCLEASTER: Then I withdraw my comment.

11 MR. DEORIO: And before you vote, if I could  
12 just have for the layman's point of view or to ask  
13 about the lining of the drives. Could you explain  
14 that in your professional what you guys do?

15 MR. DALPIAZ: Oh, just from a people leaving  
16 both properties point of view, if someone pulls out  
17 of the drive, typically they're looking straight  
18 ahead to the road before they decide if they're going  
19 left or right. So if they see directly across if  
20 there's another curb cut across and lights or a car  
21 sitting there then they're more likely to understand  
22 if that person's turning right or left. With the  
23 drive slightly offset it seems, you know, there's  
24 more likely for someone not to see someone leaving  
25 that drive at a catty-corner angle than being

1 aligned. And with the size of this drive and the  
2 amount of traffic coming out, I think that would be  
3 important.

4 MR. DEORIO: Thank you for putting that on  
5 the record.

6 MR. DALPIAZ: Yeah. And just for an esthetic  
7 point of view it does look nicer.

8 MR. VOLAS: Can I ask -- I know we're in a  
9 motion period right now, but in that scenario can we  
10 consider it be a full -- full access curb cut or we  
11 go --

12 MR. DALPIAZ: Yes, I would -- I would assume  
13 it would be left and right out and left and right in.

14 MR. VOLAS: If you have full curb cut you  
15 don't have to do the right in and right out.

16 MR. DALPIAZ: No. Exactly, yes. Correct.

17 MR. PARKER: We'll probably be in Florida and  
18 I just want to go on record that we have no  
19 objection.

20 MR. SERRA: Come to the microphone, please.

21 MR. DALPIAZ: Come to the microphone, please.  
22 Yes. So we make sure it's recorded.

23 MR. PARKER: Larry Parker again. And I just  
24 wanted you to know that we'll probably be in Florida  
25 when you have another meeting but we're in full

1 support and no objection to the project, okay?

2 MR. SERRA: Thank you.

3 MR. FOX: Thank you.

4 MR. SERRA: I guess I want to reference back  
5 to Mr. Berry. Do you see any issues of trying to  
6 align this?

7 MR. BARNEY: Marcie, can you put --

8 MS. COWLES: Sure.

9 MR. BARNEY: I need almost to see an aerial  
10 to see where we're at. If we're close --

11 MR. MCCLEASTER: I have it on my iPad, if  
12 that helps. Pretty close.

13 MR. BARNEY: I'm confident we can make those  
14 drives align.

15 MR. DALPIAZ: Yeah. It looks very close  
16 currently.

17 MR. SERRA: Thank you.

18 All right. We have a motion that's been  
19 modified. Is there a second?

20 MR. MIHALCIN: Second.

21 MR. SERRA: Roll call.

22 MS. COWLES: Mr. McCleaster?

23 MR. MCCLEASTER: Yes.

24 MS. COWLES: Mr. Dalpiaz?

25 MR. DALPIAZ: Yes.

1 MS. COWLES: Mr. Serra?

2 MR. SERRA: Yes.

3 MS. COWLES: Mr. Volas?

4 MR. VOLAS: Yes.

5 MR. SERRA: Okay.

6 MS. COWLES: Mr. Mihalcin?

7 MR. MIHALCIN: Yes.

8 MS. COWLES: That's five yes, zero no.

9 MR. SERRA: All right. Thank you for coming  
10 tonight. We will ask for an adjournment of the  
11 meeting.

12 MR. MCCLEASTER: So moved.

13 MR. SERRA: Second?

14 MR. MIHALCIN: I'll second.

15 MR. SERRA: All in favor?

16 ("Aye" in unison.)

17 MR. SERRA: Thank you.

18 - - - - -

19 (Meeting adjourned at 8:01 p.m.)

20 - - - - -

21

22 Attest:

23

24 Tom Serra, Chairman  
25 City of North Canton Planning Commission

C E R T I F I C A T E

STATE OF OHIO    )  
                           )SS  
 STARK COUNTY    )

I, Laurie Maryl Jonas, a Registered Merit Reporter and Notary Public in and for the State of Ohio, duly commissioned and qualified, do hereby certify that this meeting was by me reduced to Stenotype and afterwards prepared and produced by means of Computer-Aided Transcription, and that the foregoing is a true and correct transcription.

I further certify that this hearing was taken at the time and place in the foregoing caption specified.

I further certify that I am not a relative, employee of or attorney for any party or counsel, or otherwise financially interested in the event of this action.

I do further certify that I am not, nor is the court reporting firm with which I am affiliated, under a contract as defined in Civil Rule 28(D).

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal of office at Canton, Ohio, on this 15th day of January, 2020.

*Laurie Maryl Jonas*

\_\_\_\_\_  
 Laurie Maryl Jonas, RMR & Notary Public.  
 My commission expires January 6, 2022.

<p><b>MR. BARNEY: [19]</b> 6/15 8/6 9/5 14/1 14/14 15/8 15/11 19/5 19/17 21/16 28/25 29/3 29/7 29/14 29/17 30/1 35/7 35/9 35/13</p> <p><b>MR. DALPIAZ: [32]</b> 3/12 3/25 4/7 18/16 18/22 19/14 19/18 20/24 21/12 21/19 22/3 22/8 22/24 23/7 23/9 23/16 24/11 24/17 24/19 30/24 31/13 31/17 32/1 32/13 32/22 33/15 34/6 34/12 34/16 34/21 35/15 35/25</p> <p><b>MR. DEORIO: [7]</b> 3/18 5/7 16/22 16/24 25/10 33/11 34/4</p> <p><b>MR. DUNN: [3]</b> 15/22 16/10 16/16</p> <p><b>MR. FOX: [3]</b> 4/21 30/6 35/3</p> <p><b>MR. MCCLEASTER: [14]</b> 3/14 3/23 4/5 20/25 21/11 29/15 30/21 31/7 32/15 32/20 33/10 35/11 35/23 36/12</p> <p><b>MR. MIHALCIN: [11]</b> 3/8 4/3 28/13 29/2 29/4 31/3 31/16 32/25 35/20 36/7 36/14</p> <p><b>MR. PARKER: [9]</b> 23/3 23/8 23/14 24/12 24/18 32/7 32/9 34/17 34/23</p> <p><b>MR. SANDERS: [15]</b> 5/5 5/11 6/12 6/14 14/5 15/17 22/2 22/5 26/19 27/4 27/16 27/19 27/23 28/7 28/10</p> <p><b>MR. SERRA: [48]</b></p> <p><b>MR. VAN GUNDY: [8]</b> 16/20 16/23 17/1 20/15 21/5 23/25 25/8 33/2</p> <p><b>MR. VOLAS: [15]</b> 3/10 4/11 24/23 26/15 27/1 27/9 27/17 27/20 28/2 28/9 30/19 31/5 34/8 34/14 36/4</p> <p><b>MS. COWLES: [28]</b> 3/5 3/7 3/9 3/11 3/13 3/15 4/2 4/4 4/6 4/8 4/10 8/5 9/3 16/25 22/23 30/23 30/25 31/2 31/4 31/6 31/8 35/8 35/22 35/24 36/1 36/3 36/6 36/8</p> <p><b>\$</b></p> <p><b>\$3 [2]</b> 26/22 27/7</p>	<p><b>\$3 million [1]</b> 26/22</p> <p>'til [2] 14/7 18/18</p> <p><b>1</b></p> <p>1155 [2] 33/2 33/4 15 [3] 4/14 30/15 31/10 150 feet [1] 7/6 15th [1] 37/17 19-15 [2] 4/14 31/10</p> <p><b>2</b></p> <p>20-foot [1] 14/21 2020 [4] 1/7 1/18 26/5 37/17 2022 [1] 37/20 24-hour [1] 14/5 25 [1] 27/18 28 [1] 37/15</p> <p><b>3</b></p> <p>30 feet [1] 16/6 30 percent [1] 28/1 330.492.4221 [1] 1/24 330.928.1418 [1] 1/24 35 feet [1] 11/5 3723 [1] 6/17</p> <p><b>4</b></p> <p>41-foot [1] 10/9 44109 [1] 6/17 4:00 [1] 14/8</p> <p><b>5</b></p> <p>50 [1] 27/17 50-foot [1] 12/12 501 [4] 4/15 6/19 30/17 31/11</p> <p><b>6</b></p> <p>60 [2] 12/7 13/3 60 decibels [1] 12/8 60s [2] 13/6 13/6 62 [1] 12/14 67 decibels [1] 12/6 68 decibels [1] 12/13</p> <p><b>7</b></p> <p>70 [1] 12/8 70 percent [1] 27/25 75 feet 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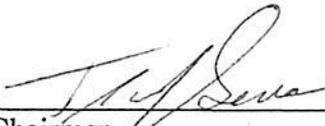
**Martin B. Van Gundy, IV**  
Chief Building Official  
CITY OF NORTH CANTON  
**SAFEbuilt.**

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## **PLANNING COMMISSION**

### **APPROVAL OF JANUARY 8, 2020 MINUTES**

After review of the minutes of the Planning Commission Meeting held January 8, 2020 at 7:00 p.m., the minutes have been approved.

  
\_\_\_\_\_  
Chairman  
Planning Commission

\_\_\_\_\_  
Member  
Planning Commission