

CITY OF GREEN
Planning Department Review
PLANNING & ZONING COMMISSION
February 21, 2018

Item 18-03

Seco Machine

(D. Aulger, Campbell Construction)

Location: Southeast corner of Greensburg/Mayfair Roads

Site Plan Review

Zoning: I-1

PLANNING DEPARTMENT

Applicant is proposing an overall 119,948 SF office/warehouse/manufacturing facility for Seco Machine on the southeast corner of Greensburg & Mayfair Roads. The project consists of a 10,948 SF office area, 92,200 SF of manufacturing (metal fabrication) space, and 16,800 SF of warehouse space. An outdoor storage area is also proposed at the rear of the facility. The proposed use is permitted in the I-1 District.

The 11.6 acre site will be split-off from an existing 20.25 acre vacant parcel of land that is currently used for agricultural purposes. (Minor subdivision documents are forthcoming for review). The new lot would meet zoning requirements for lot area, width, and frontage. All building setbacks would comply. Building coverage of the lot would comply at 24% (33% maximum) and impervious surface ratio would comply at 46% (70% maximum).

Building elevations and color renderings are provided. Building height would be approximately 30' to roof mid-line, which complies (60' maximum in I-1 District). The one-story office area with a 16'-6" height would occupy an L-shaped space in the northwest corner of the complex. The façade would feature a field of Brandywine color split-face block with accent bands of Desert Buff color. An architectural smooth-face block (Brandywine) with half-high split face block bands (Desert Buff) would also be integrated in the area between a series of square windows on each façade. It would feature an employee entrance on the west side and a visitor entrance with matching masonry canopy on the north side. The roof would be flat. The office would abut the overall 300' x 362' manufacturing/warehouse area that would occupy the rear portion of the facility (this would be a pre-engineered steel building). This façade would rise above the office to an eave height of 28' and would consist of dark brown (Butler Cool Harvest) vertical metal wall panels with a 7'-4" high band of masonry on all four sides to match the office. A band of horizontal windows would break up the expanse of metal siding on the north and west elevations. The east (rear) elevation would feature four 8' x 9' loading dock doors and one 16' x 14' overhead door. Groupings of windows have been added to the south and east elevations per DRB recommendation. All mandors/overhead doors would be brown in color. The low pitch roof (1/4 to 12) would be standing seam metal panels. (Note: the foundation would be designed for additional loads for a future overhead bridge crane and a possible future expansion of the facility would occur along the south elevation.)

The applicant has provided a break-out of the materials for each façade of the building. Per the break-out, the overall facility would average approximately 38% primary materials (i.e. the decorative block). Per code, industrial buildings shall average a minimum of 60% primary materials (i.e. brick, stone, decorative block) on all sides, exclusive of glass, windows, and doors.

HVAC equipment would be roof mounted on the office portion of the facility. A sightline study is provided showing minimal visibility of the units due to roof positioning and elevation of the adjacent roadways. The trash dumpster would be stored inside the building.

Required parking for the facility would total 230 spaces. Parking would be accommodated within two primary parking lots. The employee parking area, with a total of 60 spaces, would be situated on the west side of the building with access from Mayfair Rd. and a visitor lot would be north of the building with access from Greensburg Rd. (27 spaces). Both lots would feature moderate duty asphalt pavement and a total of four handicap accessible spaces would be provided. An additional 19 spaces (including one accessible space) would be located on concrete pavement within the outdoor storage area at the rear of the building. Total parking provided would be 106 spaces. An additional 125 landbanked spaces are also shown adjacent to the access drive on the south and east sides of the building. The applicant anticipates 94

employees over three shifts and parking provided would be sufficient at this time. (Two company vehicles, a semi-truck and straight bed truck, would be parked inside the building.) Landbanked spaces can be installed if the need arises. Spaces are generally designed at 10' x 20' per code and drive aisle width would comply. Three spaces in the visitor lot are wider than code (12' and 15'). Parking setbacks would comply (including landbanked spaces).

Access to the site would be via a single driveway on Mayfair Rd. that would serve the employee parking lot and the drive would continue around the building for shipping and receiving. A single driveway on Greensburg Rd. would serve the visitor lot. Drive widths at the right-of-way would comply at 28' (visitor access) and 40' (shipping access). A sight-distance study for both new drives has been submitted for Engineering review.

Freestanding identification signage is proposed for the project. This would include a V-shaped sign at the corner and a single-faced sign at the visitor parking lot and are described as follows:

The V-shaped sign would be configured so each sign face would be parallel with each of the roadways at the corner. The sign would consist of two 6'-7" tall monuments with masonry to match the building and white copy with blue logo. The acrylic plastic sign elements would measure 6'-3" wide x 3' high (18.75 SF each). The tops of each monument would be slanted and covered with metal flashing over treated wood plates for protection. The site address would be provided at the bottom of the sign (not counted as sign face area). It would be situated 58' from both rights-of-way and beyond the 30' radius from the intersection of the rights-of-way, which complies. The sign angle (less than 90 degrees), display elements (identical on both faces), and overall height (10' maximum) would comply for V-shaped signs.

The single-faced sign would be a secondary identification sign positioned directly in front of the visitor parking lot that would also identify the entrance to the Main Offices. It would be of similar design with an overall height of 4' and sign area measuring 4'-6" x 2'-9" (12.38 SF). Setback would comply at 62'-10" (10' minimum). Total sign face area of the two signs would comply as presented given the bonus for the large frontage of the site (greater than 500' on each street).

Both signs would be illuminated via ground-mount LED fixtures. Per the specs provided, the fixtures can be fitted with glare shields. The applicant has agreed to utilize the shields, if needed.

A directional sign at the shipping & receiving driveway and wall signage on the west elevation of the building are also shown and will be reviewed by the Zoning Division for approval prior to permits.

A comprehensive landscape plan is provided for enhancement of the overall site. It includes a "headlight" buffer of shrubs along the front edge of the two main parking areas, shrubs and ornamental trees within parking lot landscape islands, and shrubs/annuals near entry doors and at a small concrete patio area at the employee entrance to the offices. Groupings of arborvitae would be planted near the manufacturing/warehouse portion to provide a vertical element to these horizontal walls. A dense/staggered row of white pine trees would be established along the north and east edges of the rear outdoor storage area for screening, per code. It is understood that railroad car axles and wheels would be the items stored in this area and the screening proposed would appear to be adequate.

Exterior site lighting would be provided by pole and wall-mount fixtures. A total of six pole lights would be installed along the outer edge of the parking areas featuring cut-off style LED fixtures. Poles would be dark bronze in color with an overall height of 20', which complies (20' maximum for cut-off style fixtures). LED fixtures would be mounted at 18' height on three sides of the manufacturing/warehouse portion of the facility (all but south elevation). The front façade of the office building would be illuminated by ground mount LED flood lights similar to the signage fixtures (glare shields available). A photometric plan is provided that indicates minimal light migration onto adjacent properties/rights-of-way.

The site would be served by central sewer and water facilities. Sewer would connect with the existing line on the south side of Greensburg Rd. and water services would tie into the existing line on the north side of Greensburg Rd. On-site fire hydrants would be provided in front of the employee parking area and at the north edge of the outdoor storage area. Electric and gas connections are also shown. An electric transformer would be situated adjacent to the building/employee parking area (landscape screening provided) and the gas meter would sit on the east façade of the warehouse and screened by landscaping. (The gas meter was relocated here per DRB recommendation.) Electric service would be via underground connection. A Right-of-way permit is required for all work to be performed within the public right-of-way (i.e. utility connections, drive aprons).

Site grading plan is provided. The existing site slopes down approximately 32' from southwest to northeast. Grading would be needed to provide a level building pad and the outdoor storage area would require significant fill to meet required grades. A slope easement is required in this area since the grading would cross onto the future parcel to the east. A site SWPPP has been provided and will need to be sent to the Summit Soil & Water Conservation District for review. A Land Disturbance permit is required prior to commencement of earthmoving activities on site.

Stormwater run-off would be routed via storm sewer down the hill to the east to a stormwater detention/water quality basin. (Note: This basin is existing and is used to capture run-off from the farm field. The basin would be modified to handle the proposed project as well as future building expansion.) Improvement plans and stormwater calculations have been submitted for Engineering review. A drainage/stormwater management easement is required, as the basin would be located on the future parcel to the east. A Stormwater Management Maintenance Agreement is required to assure long-term maintenance of the stormwater facilities.

The applicant has submitted plans to the Akron Canton Airport for review and will be required to meet all FAA airspace requirements. The applicant has agreed to install obstruction lighting on the building and will assure that exterior lighting does not interfere with aircraft, per Airport recommendation. (Note: the project site is located directly on the centerline of main runway 5-23.)

DESIGN REVIEW BOARD

Made the following recommendations to the PZC:

1. Add groupings of windows (5-bank or 3-bank) to the south elevation and east elevation to break up the metal siding. **This has been addressed.**
2. Relocate the gas meter to the east elevation (i.e. northeast corner) of the building. **This has been addressed.**
3. Address the Fire Department comments regarding exit doors. **See below.**

It was also agreed that glare shields would be added to ground-mount light fixtures, if needed.

ENGINEERING

Comments have been forwarded to the applicant for revision.

FIRE

Would like to see a few more exit doors (approximately four) added to the plans. This comment has been forwarded to the applicant for revision. **This has been addressed.**

ZONING

No comments received. Right-of-way, sewer, zoning, and building permits are required. A Certificate of Use & Compliance is required prior to operation of the facility.

STAFF RECOMMENDATION

Staff recommends conditional approval of the proposed facility contingent upon the following:

1. *Final Engineering approval of site improvement plans/stormwater calculations.*
2. *Execution of a lot split to create the site. The lot split must also incorporate the required slope and drainage/stormwater management easements and associated documents.*

Upon recording of the lot split, Staff would suggest that the applicant request the County for a Mayfair Rd. address to assist in the routing of deliveries.

It is also noted that the applicant has agreed to add glare shields on ground-mount light fixtures, if needed, and will install obstruction lighting per Airport request. The applicant will need to meet all other applicable FAA requirements.

Staff also recommends approval of the proposed freestanding identification signs as submitted.