

Slippery Rock Township Zoning Hearing Board
Minutes for: 7/8/2021 – Public Hearing # 2021-4: Continuation of Public Hearing #2021-3
Special Exception for Billboard plus Variance for Interior Drive Aisles and
2-sided Billboard vs 1 sided.

Tom Gaul called the meeting to order at 6:00 p.m. No members of the public were present on-site only the stenographer. Two public members attended via zoom along with Zoning Officer, Mark Lazzari.

Roll Call as follows for the persons attending on-site in person: Thomas Gaul, Chairman – Present, Jim Anderson, Vice Chairman – Present, Craig Caldwell, Secretary– Present, alternate, Larry Arblaster, Jr – Not Present. Solicitor, Alan Shaddinger – Present. Mark Lazzari, Zoning officer – present via zoom.

Tom Gaul asked for a motion to approve the ZHB Minutes of the Public Hearing #2021-3 Special Exception held 5/20/2021.

Jim Anderson made a motion approving the Public Hearing #2021-3 minutes as submitted. Craig Caldwell seconded and the motion carried unanimously.

Opening Statement by Solicitor

Tom Gaul turned the meeting over to solicitor, Alan Shaddinger – he continued as follows:

The purpose of the hearing is as follows for Owner Slippery Rock Real Estate Development LP represented by James Stout, proposed buyer for property located on C-1 Highway Commercial Zoning District at Map/Parcel # 280-4F09-17G-0000 (10.6 Acres) located along Grove City Road (SR173) and Woodbridge Road (80 Woodbridge Road) (TR 902) Slippery Rock, PA. **To Hear Testimony** for a request of two variances; one from Section 407.B (7) to allow the surface of the interior drive aisles and loading areas of the mini storage facility to be unpaved gravel surfaces and a second variance from Section 308.29 E. to allow a two-sided billboard instead of a one-sided billboard from owner Slippery Rock Real Estate Development LP being represented by James Stout, proposed buyer. This hearing is also a continuation of the hearing held on May 20, 2021 to consider the applicant's request for the Special Exception for the billboard in a C-1 Highway Commercial Zoning District.

Alan added that the board will be hearing three things tonight summarized as follows: 1. The remainder of the special exception for the billboard use on that property. 2. Should he be granted a variance for a double-sided billboard vs single sided billboard per the requirements. 3. Should he be granted a variance for the surfacing requirements to allow him to gravel the access ways and parking areas of the storage units.

Alan asked if all persons that wish to give testimony in the matter which only includes Mr. James Stout be sworn in. So, done.

Alan identified the exhibits/handouts submitted by applicant's representative, James Stout. James Stout agreed that Alan has accurately identified them as presented and hope these will help answer the questions the board had at the last hearing as it pertained to the size and shape of proposed billboard and the exact location and the distances to comply with 308.29 of the code. Alan announced that this will be presented as evidence.

Alan asked James Stout to present his case followed by questions from the board:

James noted that they did some research on billboards in the area – they choose the Junior Size (12' wide x 6' high x 6-12') from the ground approx. 60 ft from the edge of the road - this is typically what exists on this highway currently. Mark Lazzari noted that this information for the billboard set-backs, noted on the diagram, do meet the TWP requirement. Alan and Mark also concluded that this information in regards to meeting the adjoining low density residential locations distance requirements are met.

Alan asked if there were any additional questions on the issues as discussed above – None.

Alan asked James Stout to give additional information as to why he should be granted the special exception allowed to erect a two-sided billboard vs one-sided billboard:

James –

1. Common sense - if a billboard is in that location that advertising can be put on both sides and viewed by both traffic patterns being the sign is angled. The back of the sign is less aesthetic than the front of the sign. It will not take up any additional space then the single sign. Construction costs and usability of utilizing both sides.
2. This design will be utilized if approved by the board.

Mark asked what is the attended illumination of the billboard – the applicant at this time does not have an intention to do any illumination. James added that the location may or may not merit illumination, nothing contracted to date.

Alan suggested if the lamination was to be installed, James would come back to the Township to meet requirements. Mark asked who manages the content of the advertising of the billboard – James stated that it may be linked to a 3rd party or it may be constructed by the owner and they would like that flexibility, they have no contract to date.

James added that they want to develop in the Township and want to be good neighbors.

Alan moved onto the Final request for a change in the plan for surface preparation for the storage units.

James noted the following: the reason being as follows:

1. Project construction costs and stormwater controls in regards to the amount of traffic that will be visiting the drive aisle sand loading areas of the storage facility. Also, it would be an undue burden on the cost of the project. They want to compete and provide services at a competitive rate compared to other like facilities within the area.
2. Stormwater controls – pavement will create the most amount of stormwater where gravel would be less to the site as some will permeate the site and reduce the overall amount of the stormwater.
3. James noted his exhibit where they researched traffic counts impacts using the 2020 Self-Storage Demand Study published by the Self-Storage Association. Showing the %Tenants, Total # Tenants, Visits Per Week, and Visits Per Year. Per 100 % Occupancy the facility may expect about 8 tenants to visit per week as it breaks down to 1.2 visits per day. Comparing to the cars being utilized by residential residents may be 2 cars a day, more visits go in and out of single-family residents then going to visit the storage facility per day.
4. Dust control or negative impacts by a large gravel parking lot, believe it will not be an issue as this is not a parking lot it will only be a driveway and loading areas for a storage facility. If comparing to a commercial parking lot getting many repeated visitors per day, you may anticipate the negative impacts to a gravel parking lot and we believe that is not the issue for this type of facility.
5. Potential of tracking of gravel onto the TWP Road - we are prepared to pave as required the entrance ways into the storage facility so that any dust may roll out before entering the TWP road leaving no impact to neighbors.
6. Competitively the other storage units in the TWP area have gravel parking loading and drive areas, they believe it is an unfair competitive advantage that they have to pave their lots.

Mark Lazzari asked if the construction of units were placed upon a concrete pad and is there a lip yes to keep water from draining into the unit. James responds – yes.

Alan asked James if his exhibit as submitted today complies with the limitations of the arrangement decision of the storage unit lot coverage and number of units as noted in the Special Exception for Mini Storage Units. James - it is 2400 sq. ft as approved and within the lot coverage per the submitted plan and is consistent with the ZHB decision.

Tom Gaul asked if there was any stormwater management plan? James noted that it will be designed after the determination is made about the paving vs gravel issue. James noted that the engineers will be making the final design and calculations. Mark added that this design will also be approved by the TWP engineer.

James noted that the 2400 sq. ft. units would be built in two phases over a period of time with the possibility of expanding well in the future.

Mark indicated that the initial stormwater design would want to oversize the stormwater design for any future development.

Craig questioned the paving of the access road – discussed where indicated on exhibit – James stated coming off Woodbridge first turnoff on the left then on toward the Heights a second access.

Craig asked what is the distance being paved – James stated he believes 30-50 ft. or as required in accordance with the TWP Ordinance. The board asked if this will go to the gate – James stated that this paving will extend from Woodbridge Drive to the other side of the gate. James noted they would not be paving any of the access roads within the development. James added that the drives will be 12-foot access roads. Each access will allow 2-way traffic in and out. James stated that he is hoping that their layout allows tenants to naturally use the one way in and one way out and they will not have to backup to leave, making this area safer.

Alan asked if any other questions for this hearing– none.

The agenda included the following dates:

- A. Date of application 5/21/2021
- B. Date property was posted. 6/8/2021
- C. Date adjoining property owner/s were notified. 6/2/2021.
- D. Dates public notice published 6/24/2021 & 7/1/2021.

Alan asked the board how they wish to proceed. Tom Gaul asked to go into an executive session at approx. 6:37 pm Alan asked if there were any objection – none. Returned from Executive session at 7:25 pm.

Alan Shaddinger announced that the board has elected to continue this hearing on Thursday, July 15, 2021 at 9 AM at the same place. The applicant conveyed that he had no objection and can attend either on-site or via zoom. The board would like to do some additional research in regards to the paving vs gravel lots they want to have all the facts before they make their decision.

Tom Gaul made a motion to reconvene this public hearing on July 15, 2021 at 9 AM. Jim Anderson seconded and the motion carried unanimously.

Vonnie Hogg
Minutes submitted by Vonnie Hogg

7/15/2021
Date

Tom Gaul
Chairman – Tom Gaul

Jim Anderson
Vice Chairman – Jim Anderson

Craig Caldwell
Member – Craig Caldwell