



**Oberlin Planning Commission
Wednesday, October 23, 2013, 4:30 p.m.
City Hall Conference Room #2
85 South Main Street, Oberlin, Ohio**

Members

Present: Peter Crowley; David Gibson; Marilyn Fedelchak-Harley and Matt Adelman.

Members

Absent: Tony Scott.

Others

Present: Gary Boyle; Wendie Fleming, Secretary to the Oberlin Planning Commission; Sharon Soucy, Council Liaison; Steve Varelmann; Tita Reed; Christopher Noble; Jeremy Osley; Jim Curtin; Daniel Neff; David Orr; Chuck Ignatz; John Mazze; Scott Broadwell; Ron Watts; Wallace Johnson; Eric Norenberg; Elizabeth Rumics; Mark Chesler and Tony Mealy.

Chair Gibson called the meeting to order at 4:33 p.m.

1. Approval of the September 18, 2013 Meeting Minutes.

Crowley made a motion to approve the September 18, 2013 meeting minutes as submitted. Adelman seconded. Motion carried unanimously.

2. Approval of the October 2, 2013 Meeting Minutes.

Crowley made a motion to approve the October 2, 2013 meeting minutes as submitted. Adelman seconded. Motion carried unanimously.

3. Application for Site Plan Approval, Proposed Gateway Hotel, Oberlin College, 7 North Main Street.

Boyle stated that this application seeks site plan approval of the redevelopment of the Oberlin Inn property with a new 60 plus room hotel, conference center, restaurant and bar, jazz club, retail, admissions/development office, bank and bank drive through, off-street parking and a loading zone. He indicated that at the Commission's July 17, 2013 meeting, a preliminary application was reviewed by the Commission. Boyle stated that subsequently, this application along with an application for a Conditional Use Permit was reviewed by the Planning Commission at its meeting on September 18, 2013. He advised that the Commission moved to

table those applications at that time due to concerns related, among other matters, to the proposed building setback from North Main Street, the proposed building design and materials, traffic circulation, parking, etc.

Boyle noted that the applicant has submitted a revised site plan with revisions intended to address some of those earlier concerns. He indicated that the revisions to the site plan include: relocation of the bank and drive through to the east side of Willard Court; relocation of the bio-retention pond to the south, next to the loading area; demolition of an apartment building at 20 North Pleasant Street to allow for additional parking; redesign of Willard Court to help accommodate delivery truck maneuvers; removal of the drop-off area on the north side of East College Street; and adding of nineteen (19) parking spaces on the north side of East College Street.

Boyle stated that the relocation of the bank and drive through to the east side of Willard Court would allow for the correct number of stacking spaces that are required by Code for the drive through feature. He indicated that this relocation would also allow for additional retail on East College Street where the bank was to be located. Boyle advised that the relocation of the bio-retention further to the south allows for additional parking spaces and allows for a better layout of that section of the parking lot. He further noted that the proposed demolition of the apartment building at 20 North Pleasant Street will also provide additional parking spaces.

Boyle indicated that the slight redesign of Willard Court will allow delivery trucks more room to maneuver into the loading area so they will not have to pull into the parking area east of Willard Court and back across that private street. Instead the trucks can go north on Willard Court and then back into the loading area. He advised that staff still has some concerns regarding the location loading area and its potential to cause traffic conflicts. Boyle stated that the drop-off area on East College Street has been eliminated which addresses the Police Department's previous concerns. He indicated that another revision to the site plan was the addition of nineteen (19) on-street parking spaces along East College Street.

Boyle advised that the revised site plan shows an increase in parking over the previous site plan. The plan still shows an increase of forty (40) parking spaces in Zone C which is located at the north end of the site. That area is zoned "R-2" District and parking for business use is not permitted. He then noted that staff has been advised that those parking spaces will be assigned to College personnel working in the admissions and development offices.

Boyle stated that there is still a number site utility issues that need to be resolved for this project. He indicated that the proposed bank drive through is still a concern with respect to traffic circulation. Boyle advised that even though the location of the drive through has been changed, staff feels that the site should be further redesigned so that the drive through lanes discharge into the parking area to the north of the bank, not directly onto Willard Court to reduce traffic conflicts. The bank building should also be shifted so that it would be in line with the Shansi House and the Hall House to the east along East College Street. He noted that these revisions to

the site plan will address concerns expressed by staff on the revised location and design of the drive through.

Boyle advised that the site plan only shows two (2) ADA parking spaces and eight (8) are probably required for this project. He also noted that a landscaping plan still must be submitted for review and approval. Boyle stated that it is his understanding that Lorain National Bank has indicated that it prefers the original design and layout for the bank and drive through but the applicant is seeking approval for this revised submittal in an effort to address the Commission's and staff's earlier concerns.

Boyle indicated that since this application was tabled by the Commission at its last meeting, the Commission would need to vote to remove it from the table and it can then determine if the revised site layout is acceptable or whether it would like to see additional revisions prior to approval. He also stated that the Design Review Subcommittee still needs to complete its review and make a recommendation to the Commission regarding the design of the building as well as colors, materials, etc. before final approval.

Christopher Noble of Smart Hotels was present to represent this application along with Tita Reed, Ron Watts, Steve Varelmann and David Orr from Oberlin College.

Fedelchak-Harley made a motion to remove this application from the table. Crowley seconded. Motion carried unanimously.

Noble introduced members of the design team for this project who were in attendance including Jim Curtin, Daniel Neff, Jeremy Osley and Chuck Ignatz of Graelic, LLC, their parking/traffic consultant. Noble indicated that Ignatz has conducted a parking analysis for this project.

Gibson asked if the loading zone has been widened? Boyle advised that the change to the site plan is actually a widening of Willard Court, north of the loading zone so that trucks can pull up north of the loading zone and back into it. Gibson asked if there were still no provisions for truck access at State Route 511. Noble indicated that originally they were proposing to limit truck access to the south end of the site at East College Street, however, after further consideration, they have decided that truck traffic can travel north on Willard Court to State Route 511 because some drivers will do that. However, they will be installing signage to deter trucks from traveling this route but would not be enforcing it. Gibson asked if the entrance to Willard Court from State Route 511 is large enough to allow for truck access. Noble advised that they do not plan to make any changes to the width of that entrance. Gibson noted that this entrance is currently quite narrow. Noble stated that it will be easier for trucks to access the site from East College Street as that entrance will be wider, however trucks will be able to travel north on Willard Court to State Route 511. Crowley asked if trucks would be prohibited from entering Willard Court at State Route 511? Noble indicated that Rex Engle, the manager of the Oberlin Inn, has advised that there are one (1) or two (2) vendor trucks that enter Willard Court from State Route 511. He further advised that they will discourage truck traffic going north on Willard Court, but they will not completely prohibit it. Gibson stated that truck drivers will use

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the easiest route to their destination. He indicated that he feels that the revised site plan is much improved over the original site plan and he agrees with staff that the bank drive through lanes should discharge into the parking area to the north and not directly out onto Willard Court and that the bank building should be repositioned so that it is in line with Shansi House and Hall House. Noble advised that the exact location for the bank building will also need to be determined by the stacking of vehicles and probably the location of one (1) or (2) "convenience" parking spaces for bank customers. Gibson also noted that he likes the relocation of the bio-retention pond area on the revised site plan and that there appears to be a net increase in parking for the project. Boyle stated that he counted 112 parking spaces for this project, not including the spaces proposed to be added to Zone C. Gibson asked about the applicant's calculation of 154 spaces for the project. Noble advised that there would be 154 spaces, including the ones that will be added to Zone C. Boyle indicated that he did not include those in his calculation as those spaces cannot be used for the hotel because they are in a residential zoning district and in addition, the College has indicated that they propose to assign those parking spaces to employees in the new admissions/development offices. Noble advised that there are actually 256 parking spaces proposed for this project. Adelman noted that the site plan indicates that there are 194 parking spaces. Boyle stated that Noble's number appears to include the 40 additional parking spaces in Zone C, but does not include the 44 parking spaces that are already in Zone C. Gibson indicated that the revised site plan shows a net increase of about 40 + parking spaces.

Gibson stated that at the last meeting, discussion was had regarding the main entrance to the hotel at College and Main Street and it was noted that the entrance is not inviting to the community and is not easily identifiable. He advised that this still needs to be addressed by the applicant. Adelman indicated that the issue of the proposed hotel's setback from Main Street has not been addressed either. Gibson noted that it was also mentioned that the design of the building gives the impression that the building has its "back" turned on the community. The applicant still needs to address the building design, materials, colors, etc.

Noble advised that Tita Reed of Oberlin College has asked him to mention to the Commission that the College has committed to funding an area wide parking study in Oberlin that would be managed by the City as a good faith effort to research ways to improve the parking situation in the downtown area.

Fedelchak-Harley asked if the number of parking spaces that will be needed for employees of the hotel, bank, retail businesses, conference center and admissions/development offices has been calculated? Ignatz stated that he calculated that the peak time of the day for parking in downtown Oberlin is 2:00 p.m. and 226 parking spaces would be needed then to accommodate all visitors and employees for this project. Fedelchak-Harley asked how many parking spaces will be available specifically for guests of the hotel and is there adequate parking for these individuals? Ignatz advised that his analysis of parking needs for this project was based on the Urban Land Institute's (ULI) model. He indicated that the ULI model calculates the gross needs for a mixed use project like this and while a survey would be needed for specifics, it is a more conservative model that would actually require more parking than what the City's Code requires. Ignatz stated that the ULI parking model is updated regularly so it gives more "real world"

results than zoning models do. He reiterated that the number of parking spaces indicated on this site plan would be more than enough for this project. Fedelchak-Harley asked if the peak number of 226 parking spaces includes all employees and hotel guests as well as conference attendees as the conference center is showing an occupancy of 300 people. Ignatz stated that this project would generate 122 new parkers not including hotel guests and employees. Fedelchak-Harley asked what the City's Code would require for parking for a 300 person conference center? Boyle stated that the current Code's parking requirements indicate that one (1) parking space per every four (4) persons based on the building's design capacity are required which would be 75 parking spaces.

Fedelchak-Harley advised that she does not like to see more surface parking than is needed. She then asked if the applicant had considered installing an above or below ground parking structure? Adelman agreed that excess parking is not preferable. He stated that while parking for this project is crucial, it seems that 289 surface parking spaces is an awful lot and that a parking structure would be a more appropriate choice for a "green" hotel than so much surface parking. Ignatz indicated that the calculation of 289 parking spaces is the maximum needed if there was no "sharing" of parking. He noted that this is unrealistic and therefore, they use a diversity discount which calculates that real use of a facility. Ignatz advised that stores like Wal-Mart that have large expanses of parking designed for their peak period of one to two weeks a year and this is a common practice for developers. The parking design they are using is a "green model" which provides parking based on what is best throughout the whole year. Fedelchak-Harley stated that in her opinion, she still feels that there is too much surface parking being proposed for this project. Noble advised that one of the greatest challenges for a developer is to create a sustainable project that is economically feasible. He indicated that above or below ground parking structures are cost prohibitive. Adelman asked for clarification on this statement. Ignatz stated that on average, above ground parking garages cost between \$25,000 - \$30,000 per parking space and underground parking averages \$30,000 - \$40,000 per space. He noted that surface parking generally costs between \$2,000 to \$5,000 per space. Fedelchak-Harley advised that since this site is limited on space why take up so much of it with surface parking? Noble indicated that the College Trustees want this project to be sustainable financially as well and therefore, they cannot afford to build a parking structure.

Crowley asked what the methodology for the percentage of reduction of spaces is? Ignatz stated that it was reduced to the net usable floor space. Boyle advised that the Code also uses this method. Crowley questioned whether the peak hour parking numbers indicated by the applicant for this project with the reduction factor applied is realistic, i.e. 12 parking spaces for the bank? Ignatz indicated that the model can be adjusted for banks so that the peak can be shifted around. He noted that this model is not a management tool, just a methodology. Crowley stated that the information the applicant submitted shows there is a difference between the number of spaces required versus the supply. Ignatz stated that he would verify the information. Gibson advised that he would prefer an underground/above ground parking structure and asked whether the number of parking spaces proposed would be enough? Adelman indicated that there are 194 parking spaces proposed and 226 needed for peak times. He noted that it is not unrealistic to think that this facility will only have large events in the evening and not during peak times of the

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day. Adelman stated that he too does not want to see more pavement for parking than is necessary and that for a hotel that is supposed to be "green," is it responsible to pave 50% of this block for parking? He advised that building a parking structure does not necessarily mean a loss of revenue for the College since it could charge guests for parking or sell parking permits. Adelman stated that it seems that the College just does not want to build a parking garage, which would eliminate having to pave over such a large portion of this block, yet it still wants to call this hotel redevelopment project "green." Noble thanked Adelman for his comments and advises that he appreciates them. He stated that this project will be on the forward edge of sustainability. They are pursuing a Platinum LEED rating and the building will have advanced mechanical systems and leading edge technology. Noble advised that the College has indicated that this project will not be able to move forward if they are required to install a parking structure do to the expense of building one. He indicated that a Platinum LEED rating is very expensive for a building and the College Trustees want this LEED rating and David Orr has already raised money for the project on the premise of the Platinum LEED rating. Noble stated that they, must therefore, be wise about the money they are spending for this project and a parking structure would halt the project in his opinion . He advised that they are trying to balance parking that they need with sustainability practices as much they possibly can. Noble indicated that although the Commission does not want to include the on-street parking that is available as part of the parking for this project, the reality is that the on-street parking is part of how the Oberlin Inn complex functions currently. He stated that they may not be able to be officially counted as parking spaces for this project, but they can be used as "over flow" parking. Adelman advised that the on-street parking spaces along Main Street cannot be counted as they are regularly full when there are events at Hall Auditorium or Finney Chapel, so people wanting to go to a restaurant or other business downtown cannot find a parking place.

Noble again indicated that the College has advised that it will fund a parking study that will look at the overall parking situation in downtown. Adelman stated that the College has a very poor record for addressing the issue adequate parking for its buildings.

Fedelchak-Harley asked for a review of the numbers for parking spaces for this project. Crowley stated that the number of parking spaces that the parking consultant indicated would be needed during peak hours are just an estimate and noted that people will ultimately park where they want. He noted that it is hard to say whether these numbers will match actual conditions or not. Fedelchak-Harley advised that Adelman had calculated a total of 194 parking spaces and the applicant's consultant had indicated that there would be 257. Ignatz advised that the 257 parking spaces include the parking spaces within the project site as well as the 44 parking spaces in the Zone C parking lot and the 19 on-street parking spaces. Fedelchak-Harley indicated that the on-street parking spaces cannot be included in the total number of spaces that are to be provided for the project. Adelman stated that the 44 parking spaces in Zone C are already used by Hall Auditorium and Allen Art Museum and also cannot be included. Noble indicated that all usable parking spaces, including on-street should be counted. He stated that hotel staff has indicated that the number of parking spaces currently available for the Oberlin Inn are sufficient for its current operation and he believes that the number of parking spaces that they are proposing for the new hotel project will be sufficient as well. Fedelchak-Harley advised that the new hotel,

conference center, etc. would definitely have an increase in use and parking demand over the existing hotel. Noble stated that the current Oberlin Inn has conference space that can accommodate 250 people and the conference space for the new hotel would be 300 people so it is not a great increase.

Fedelchak-Harley asked for clarification on the change in the drive through bank lanes and how stacking of vehicles would be accommodated in the revised site plan. Gibson stated that the bank building would be moved to the east of Willard Court which will allow for required amount of space for vehicle stacking. Fedelchak-Harley agreed that this revised layout is an improvement over the original one. She asked if the ATM would be in one of the drive through lanes? Noble advised that it would be in the lane next to the building and the other lane would be for a remote bank teller. Boyle stated that the bank previously advised the Commission that there would also be an ATM in the bank vestibule and in the lobby of the Oberlin Inn.

Gibson noted that a negative to this site plan is that a large portion of this block will be used for parking, however, the parking proposed is only the minimum amount needed to make the project work. He reiterated that the bank and drive through lane layout is a big improvement, but the relocation of the Oberlin College Admissions Office and Development Office to this location will increase the need for parking. Gibson advised that the positive to this increase is that there will be more people downtown who will likely patronize downtown businesses. He further indicated that he would prefer to see more parking added without green space being removed and noted that the College must develop a plan to mandate that the College employees parking in Zone C. Gibson stated that the revised site plan is a vast improvement over the previous plan in his opinion.

Adelman indicated that the building setback issue still needs to be addressed. Gibson agreed and noted that the entrance from the street needs to be addressed as well. Adelman stated that the way the proposed building is currently setback, it alienates itself from downtown. He indicated that the building needs a design element that draws/connects with downtown and invites visitors to want to utilize the rest of the City.

Gibson asked the Commission if it wanted to consider the setback when it has the Design Review Subcommittee's recommendation? Noble stated that they can provide additional information to the Planning Commission on the design that does actually engage visitors to the City's front door. He indicated that the site plan does not show the proposed outdoor dining area and landscaping that will draw people out and make this side of the building its social side. Fedelchak-Harley stated that if the building were moved up to the street, there would be more area for parking behind the building. Noble advised that they want to keep the landscaping character of the current Inn along Main Street. Fedelchak-Harley stated that the original Inn was located at the street and looked like the rest of downtown. She noted that although the landscaping in front of the current Inn is nice, she is disappointed that they are not proposing to locate the new Inn at the street as the setback creates a barrier to engaging downtown. Noble indicated that they will try to address the Commission's comments on the building setback. Fedelchak-Harley asked what the setback would be for this proposed building? Boyle stated that

it would be approximately 50 feet from the right-of-way. Gibson asked what the setback of the existing Inn building is? Noble indicated that it was setback approximately 100 feet from the public right-of-way. Crowley suggested that he likes the open space at the front of the building but suggested that the community should be invited to use the space, possibly through programming of that space. Noble stated that he worked with Neff on the Crocker Park development and understands the desire for public engagement. He advised that they will address this issue.

Crowley indicated that a boutique parking structure is not necessarily what we need downtown. Ignatz advised that this location is not like Crocker Park that was developed in a very wide open space. Crowley asked what the ideal footprint is for a parking structure. Ignatz stated that about 124 feet by 300 feet is best for efficiency. Crowley asked about the parking structure in Coventry. Ignatz stated that that was a very expensive parking structure and probably would not be done again based on cost and experience.

Mealy asked how the design of the proposed building meets the Code's guidelines? Curtin indicated that they have moved the building to within 5 feet of East College Street. Mealy asked why they did not choose brick for this building instead of so much glass and metal. The entrance to College Street needs to be emphasized. Curtin advised that they are getting comments on the design and they will consider those comments. Mealy stated that he hopes that the applicant addresses the issues as he would like to see this project move forward.

Elizabeth Rumics asked about the name of the hotel – the "Gateway Hotel." She asked what this hotel was a "gateway" to? David Orr indicated that it is an entry into downtown and the College campus. He advised that this would be the first building students and their parents would see when they come to visit Oberlin College campus. Orr stated that they do not have a better name at this time. Rumics asked why they do not just call it the Oberlin Inn? Fedelchak-Harley indicated that there has been a hotel on this property called the Oberlin Inn for 100 years.

Orr stated that he agrees with Fedelchak-Harley's earlier comments regarding parking and that the community needs parking, however, this is not a new problem here or across the country. He noted that too much parking can "kill" a downtown, in his opinion. Orr stated that people can always walk or bike when downtown is busy and parking is hard to find. He understands that this project will attract new visitors to Oberlin. Orr advised that he has been working on raising money for this project for two years and this money, along with tax credits, will pay for this \$30 million project. He stated that they cannot afford any increase in project costs, such as a \$3 million parking garage, or they will not be able to go forward with this project. Orr indicated that possibly in the future a parking garage could be considered. He advised that they are using New Market Tax Credits for this project and there is a deadline for construction which is approaching. Orr indicated that he likes Adelman's suggestion for paying for parking and reiterated that maybe a parking garage could be considered in the future.

Adelman asked what Orr's opinion is on so much surface parking? Orr stated that he would prefer fewer parking spaces than what is shown on this site plan. He would definitely like a

“greener” site plan. Orr further advised that a parking plan for downtown needs to be developed and discussion on a parking structure between the College and community must take place as well. He stated that no project is perfect and no one gets everything they want. Orr indicated that he is not happy with so much surface parking.

Rumics asked why the deadline for the project is so soon? Orr stated that the deadline is because of New Market Tax Credits and donor expectations. Rumics asked if the deadline can be changed? Orr stated that any delay will kill the project.

Adelman stated that he feels a parking structure is the best option for this project but the College apparently does not want to pay for it. Orr advised that the College supports admissions with scholarships for students, etc. and the College is currently under-endowed. He further stated that the College’s faculty is underpaid and there would be considerable objection from the faculty if the College were to spend money to build a parking garage for the hotel. Orr mentioned that this could in turn lead to you losing 20% of business from faculty. He indicated that this project will bring more business to downtown which is a positive.

Fedelchak-Harley stated that project after project, the College does not address parking. Orr advised that the College Trustees and Administration have to allocate money for building repairs, etc. and a parking plan is something that the City and College need to work jointly on. He stated that if the College was to spend so much money building a parking deck for this project, faculty would be extremely displeased.

Adelman indicated that although this project will be great for the College and the downtown, he is disappointed that the College is not taking the extra step to build a parking structure for the hotel project. Orr stated that the College cannot at this time afford to construct a parking structure with this project. Rumics asked if the cost of the hotel could be reduce? Orr indicated that they are trying to reduce costs where they can.

Gibson reminded the Commission that it would only be considering the footprint of the building as shown on this revised plan, the change to the bank location and drive through feature and parking. He reiterated that the applicant needs to address the entrance on Main Street by softening and enhancing it in order to engage downtown, to address building design standards per the Code, etc.

Crowley made a motion to grant approval of the revised site plan subject to a number of conditions including the submittal of a further revised plan for the proposed bank and drive-through lanes to address Code requirements and traffic circulation concerns; complying with all City department requirements related to landscaping, utilities, storm water management, permits, etc.; submittal of building design, materials and colors for the proposed bank building for approval by the Commission; and submittal of revised building design, materials and colors for the hotel complex to address concerns related to compliance with the Code’s design standards and guidelines, and also for the Commission’s approval. Fedelchak-Harley seconded. Adelman asked for clarification as to whether the approval was for the footprint of the building with the

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setback as shown which setback is not the historic building setback. Gibson stated yes and that Design Review will review the building design, etc. and make a recommendation to the Planning Commission. Motion carried 3 to 1 (Adelman dissenting).

4. Discussion on Food Vendor Trucks.

Boyle indicated that the City received a preliminary proposal for a food vendor trailer and this application raised a number of policy issues from various City departments. He advised that the Commission discussed this matter at its meeting on September 4, 2013. At that meeting, Boyle noted that City departments are still reviewing policy implications including where these types of vendor trucks could be located, policies on utility hook-ups, waste disposal methods, etc. The Commission at that meeting directed staff to further review and report on this subject.

Boyle noted that a supplemental report was forwarded to the Commission with its packets for this meeting. He stated that regulations for food vendor trucks can likely be developed through a process similar to the way that regulations were created for the downtown sidewalk cafes and business use. The sidewalk café regulations required a lot of staff time to develop and were considered by this Commission, City Council and the community.

Boyle indicated that although there are a considerable number of issues with respect to mobile food vendors, staff is willing to draft regulations for the Commission's review if it wants to accommodate these type of uses.

Fedelchak-Harley noted that she likes food vendor trucks and what they can add to a community. Boyle advised that in some communities, a mobile food vendor must be associated with a permanent restaurant in order to be able to operate. He stated that there are a number of issues that will need to be discussed such as allowing seating areas for the mobile food vendors, when and where they can locate, smoking regulations, etc. as well as who would be enforcing the regulations. Boyle also noted the Commission will need to decide if it is willing to allow mobile food vendors on public property or just on private property. He indicated that if a vendor wanted to operate on private property, a Conditional Use Permit would need to be approved by the Commission.

Adelman stated that he feels that it is worth the time to discuss regulations and that regulations should be in place. Gibson advised that for brick and mortar businesses, especially restaurants, it is difficult for them to not only compete with mobile food vendors who do not have the overhead costs that a brick and mortar business does, but if mobile food vendors are allowed to operate out of parking areas, they will be taking up valuable parking spaces.

Boyle reiterated that staff is not adverse to mobile food vendors, however, it feels that regulations must be in place and that a regulation pertaining to how far a mobile food vendor should be located from a bricks and mortar restaurant, etc. should be considered.

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Mark Chesler asked and was granted permission by the Commission to read a statement regarding North Coast Toast which is a business that is interested in operating a mobile food trailer in Oberlin.

The Commission directed staff to prepare draft regulations regarding all types of mobile food vendors for consideration at an upcoming meeting.

5. Other Business.

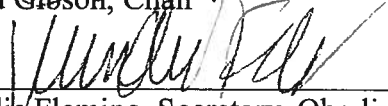
Boyle advised that the Commission's next regularly scheduled meeting will be on November 6, 2013.

6. Adjournment.

There being no further business at this time, the meeting was adjourned at 6:35 p.m.



David Gibson, Chair



Wendie Fleming, Secretary, Oberlin Planning Commission

