

**OFFICE OF THE
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**SCOTT C. COLEMAN, P.E., P.S.
LOGAN COUNTY ENGINEER**

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February 2, 2026

RE: Paradise at the Lake Subdivision – Engineer’s recommendations on variance requests

To: James Shroeder, EIT, Peterman Associates (via email to jmschroeder.769@gmail.com)

Logan County Commissioners (via email to david.henry@logancountyohio.gov;
ddoss@logancountyohio.gov)

LUC Regional Planning Director (via email to bradbodenmiller@lucplanning.com)

On January 12, 2026, our office was copied on an email from Mr. Shroeder that included a letter detailing four variance requests for the Paradise at the Lake subdivision and a site plan of the proposed subdivision. On January 14, 2026, we received updated copies of the letter and site plan. Per Section 705 of the Subdivision Regulations, the Logan County Commissioners may grant or deny variance requests and below are my recommendations regarding each variance request received January 14:

Per Mr. Shroeder’s letter: “Article 4, Section 406: Road or Street Right-of-Way and Pavement Widths

We are requesting a variance for the minimum right-of-way width for the interior roads of the subdivision. The Logan County Subdivision Regulations state that the minimum right-of-way for local roads is 60 feet, and we are proposing 50 feet. The owner would like to get as many lots as they can on the property, and feels that a 50 foot right-of-way width is sufficient. The county engineer had indicated that 50 feet is usually the minimum they would allow in the past.”

My recommendation: Historically, our minimum allowed variance for right-of-way has been 50 feet. At a minimum, the interior roads, which would be classified as local roads, would need to provide at least a 50-foot right-of-way. Paradise Lane appears to be a collector street and would require a minimum of 60-feet of right-of-way. The traffic impact study may call for a left turn lane on Paradise Lane at State Route 235, so it could be advantageous to provide a wider right-of-way where a turn lane may be required. A turn lane length and taper would be determined in the traffic impact study.

Per Mr. Shroeder’s letter: “Article 4, Section 408: Special Street Types

We are requesting a variance to allow the development to have dead end streets. The dead end street on the east side of the site is proposed to be used as access from Township Road 250 for emergency and maintenance vehicles. The other dead end street on the southwest side of the site abuts the east side of Big Bear Campground, and there is no practical space to tie this road in with how the proposed development is laid out.”

My recommendation: Both dead ends would be acceptable if they are built per Logan County's Technical Design Standards. In addition, the dead end near TR 250 would need to provide at least a 20' wide easement to provide unobstructed access to TR 250 and this easement would need to be identifiable with signage as a fire lane and structurally capable of handling emergency vehicles.

Per Mr. Shroeder's letter: "Article 4, Section 412: Blocks

We are requesting a variance from the minimum and maximum block lengths. The developer wanted the layout to have winding roads and unique lots that were not so "cookie cutter" like typical subdivisions. The developer feels as though the subdivision will be aesthetically pleasing with how it is proposed to be laid out and will not impact the residents in a negative or unsafe manner."

My recommendation: Seek input from the LUC Regional Planning Director and the Stokes Township Trustees.

Per Mr. Shroeder's letter: "Article 4, Section 413: Lots

We are requesting a variance for the through lots in the proposed development. For most of the lots along the east side of the subdivision, those lots will abut Township Road 250. The developer wanted to fit as many lots possible into this site and feels as though this layout will not adversely affect the residents in that area of the development. The large commercial lots on the south side of the site are a result of putting in the entrance road off of State Route 235. This commercial lot configuration will likely change as the development progresses over time."

My recommendation: Seek input from the LUC Regional Planning Director and the Stokes Township Trustees.

Sincerely,

A handwritten signature in black ink that reads "Scott C. Coleman". The signature is written in a cursive, flowing style.

Scott C. Coleman, P.E., P.S.
Logan County Engineer

SCC/mjk
Cc: Stokes Township Trustees