

Canal Winchester

*Town Hall
10 North High Street
Canal Winchester, OH 43110*



Meeting Minutes - FINAL

December 3, 2018

6:00 PM

PUBLIC HEARING

City Council

Bruce Jarvis – President

Mike Walker – Vice President

Jill Amos

Will Bennett

Bob Clark

Mike Coolman

Patrick Lynch

A. Call To Order

Mr. Jarvis called the meeting to order at 6:01 p.m.

B. Roll Call

Present 7- Amos, Bennett, Clark, Coolman, Jarvis, Lynch, Walker

C. Purpose of Public Hearing

Jarvis: we will be addressing these one at a time but the purpose of the public hearing is to discuss a rezoning request; also a proposed change to the ordinance regarding residential appearance standards; also an ordinance related to the landscaping within the city which we touched on in the previous meeting;

ORD-18-046

An Ordinance To Amend Part 11 Of The Codified Ordinances And The Zoning Map Of The City Of Canal Winchester, Rezoning An Approximately 69.237 Acre Tract Of Exceptional Use (EU) To Limited Manufacturing (LM), Owned By Gender/Thirty Three, Located On The North Side Of Winchester Boulevard (PID 184-000532 And 184-000871) ([Ordinance, Exhibit A, P&Z Recommendation](#))

Haire: the proposed rezoning is for 69.24 acres on the north side of Winchester Boulevard; the property is currently zoned EU; the proposal is to rezone the property to limited manufacturing; the adjacent properties to both the east and the south are both zoned general commercial; to the north is zoned exceptional use which is Wyler Chevrolet; to the west is agricultural land that's in Madison Township; so this is the parcel hat we're talking about; it's actually two parcels to the east is the Winchester Square shopping center; a little history on this site is this property was annexed into Canal Winchester in 1964; remained vacant for a number of years without access to utilities; when they developed Winchester Square they brought utilities to the site; they had a development plan in 1988 that was approved that included these parcels; it changed from R2 which was a single family zoning district and it went to general commercial; 25 acres were multifamily residential and 44 acres were rezoned for M2 which was light manufacturing; the intention rom this development form the beginning is that this was going be mixed use, commercial, multifamily, and manufacturing; the site was then rezoned again in July of 2003 to a traditional neighborhood development; that traditional neighborhood development has had a significant portion of multifamily housing; I believe it was 468 units that were approved at that time for this site along with office uses; so there's been some intense land uses approved for this site in the past; as part of a negotiation with CASTO who is the successor to Gender 33 on this property when they expanded the Winchester Square shopping center and added the hair salon and the gym and those uses between Kroger and Home Depot; they did away with the TND zoning and rezoned the property to EU with the intentional that if they were ever to develop the site they would come back through for rezoning; that's what brought us here today; the property is EU which is our holding category for zoning; and they're applying to make that a limited manufacturing zoning district; the applicant has presented a concept plan for further development; this has changed a little bit since we were at the planning and zoning meeting; the planning and zoning concept was a three building layout; this concept is a two building layout; so this concept would have one building that is 258,346 square feet and the second building would be 555, 907 square feet; this is the proposal here would mostly look at and users being logistics and distribution type uses; based on this type of building; of any of you are familiar with these types of buildings that are in Groveport; it would be a similar style of building that's been constructed there; the applicant has changed their plans a little bit with this site plan; they're looking at relocating

the detention pond; if you notice on the center of the site there's a large detention area that serves the Home Depot development as well as the Winchester Square shopping center; that would be relocated to the north along with the existing detention pond that's along 33; and then there would be a smaller detention basin on the east side of the site between the Kroger shopping center and the building at the front there; they're still accommodating all the offsite storm water with this site plan it would just be changed up in the location of where that's being accommodating; so with this plan they'd be accommodating offsite drainage as well as the impervious areas that they'd be adding with this development; there's close proximity to U.S. 33 with this; that's one of the reasons that makes it attractive for development with the interchange and easy in and out with Winchester Boulevard; the applicant would be proposing to extend Winchester Boulevard with this application; so there'd be about a 1,000 foot extension of that roadway to the corporate limits, to the end of the property; and there's be utilities and everything associated with that extension; the site is served by water and sewer lines already that are located between Winchester Square in this development so there are already lines in place and there's capacity to serve any industrial development on the site; so there's an existing 12 inch water main and an existing 12 inch sanitary sewer line that would serve this development; the applicant has completed a traffic pattern study; we reviewed that once; the applicant has gone back and run a number of other studies or components to this study to address any traffic along Winchester Boulevard; the intersections that were considered as part of that traffic study; Winchester Boulevard and Gender Road intersection; Winchester Road and Prentiss School; as well as the two site driveways; we also looked at Prentiss School and Canal Street; and Canal Street and Gender Road; just to see if there would be any bypassed traffic that would be going southbound and any impacts that would be there; the results of those studies, there will obviously be some increased traffic generation but it doesn't lead to any of the intersections going below a level d service; so basically thee wouldn't be warranted improvements based on the traffic that would be generated form this site; so there's some things that can happen with adjusting some timing with the signals and potentially looking at restriping a portion of Winchester Boulevard to allow for more traffic stacking at the intersection of Prentiss School; so as you're heading eastbound on Prentiss School; it's two lanes for a very short distance and then it goes to one lane heading eastbound; so there may be an opportunity to restripes some of that area to allow for more stacking so you'd have a bigger section of two lane road way there; and so those are items that we plan on working out as we get towards applying for a final development plan; we'll work with the applicant to address those concerns that were identified in the traffic study; so with that these are some concept elevations; these are other buildings that this developer has developed that would be similar in architectural concept in what they'd be proposing here; so this is kind of a view of the office area or the entry of those buildings; again this is a kind of institutional grade industrial building; then this shows just how those are broken up; so the front building could be broken up into four different users potentially; as you can see there's different office or entry areas in each of these; Jarvis: Mr. Haire, I'm sorry for interrupting, but these are spec buildings or is there someone already intended; Haire: these would be built on a speculative basis; and so these are just the rear which would be the truck dock areas of the proposed building; Lynch: am I correct that the office is facing out toward Winchester Boulevard and 33; while the office frontage and loading docks will only be turned inside towards each other; Haire: the loading docks would be, on the larger building the loading docks would be on both sides; so it would be on the interior and also would be on the portion facing 33; you have a couple hundred feet with a pond and existing landscaping that would remain along 33 there; but the Winchester Boulevard frontage would be this view; it would be the front of the building; so it would be the office areas; not necessarily this building; these are just examples of the type of architecture that they would potentially do here;

Amos: is Casto maintaining the management rights or is the intention to sell them once they're built; Haire: Casto would not be the developer of this; so the developer of this project would be Opus and so Opus is here this evening and I'm sure they would be happy to answer any of your questions and I believe they have a little presentation so you can learn a little bit more about their company as well; so if you have any questions for me I'd be happy to answer; Jarvis: before you approach the podium gentleman does anyone on council have any questions of Mr. Haire at this point; Clark: I just have one; the Prentiss School Drive, when you said they're stacking up; Prentiss School, that's the street that's further down; Haire: It's the first traffic intersection; with the Wendy's; between Wendy's and Tim Horton's and Fixari office building; that's Prentiss School; Coolman: It runs parallel to Gender; Clark: Okay; I got you; Walker; we already have that timing issue a lot of people are having with coming out where the UPS is, coming out to that traffic light; it's just so short; will that be looked at to change that to make that longer; you may get one or two cars out and that's it right now; Haire: there's some timing issues that need to be addressed; it will not fix that issue; Walker: that issue will not change; Haire: that issue will not change with this development; the queue will actually get a little longer there with this project on both sides; on the driveway that's more toward the Kroger store as well as that driveway you'll have a little but more storage that will take place; it will be a little slower getting out of the shopping center; Jarvis: is there any way to quantify that based on the traffic study; Haire: yes; Jarvis: you said that we were after this development based on the anticipated activity it's going to be a D grade for those intersections or maybe; Haire: to quantify it the current south bound queues are 101 feet and they; increase to 190 feet; 195 feet at the opening here; (inaudible); Jarvis: not matter what happens back there, I'm just looking at the future, kind of hypothetical, that intersection is going to be degraded right; Haire: correct; Jarvis: it could be worse than what we're talking about; the only thing different that I would think about this is based on the nature of the business I would think there would be semi-trucks; Haire: we specifically asked them to address that for the second study which they did; what percentage and how much; obviously a semi takes up a lot more room in terms of queuing and how that is addressed; so that was addressed in their revised numbers; Bennett: Mr. Haire, what was the grade on that Winchester Road Prentiss School intersection currently; I don't know if we're actually talking letter grades; Haire: they call it level of service; so the other one the drive at the Inn at Winchester Trail is currently a level C; Lynch: it's currently C; Haire: yes; it says it would decrease the level of service to a D and increase the delay at the intersection to an average of 16.4 seconds which is considered acceptable; and mitigation is not triggered based on this level of service; Bennett: when is mitigation; Haire: those are private drives so typically its only if it impacts the public roadway portion that would require mitigation; we have development taking place on both sides of this roadway; so it's a bigger solution than one property owner; and also it's private drive; so those private entities would have to be part of any solution that we're doing there as well; Bennett: I guess part of my concern is that if we make, regardless of whether its private or public, but if its private and that gets to be a bigger challenge are we starting to affect entrepreneur's desire; is that becoming a less desirable place to put your business; if it's already a struggle to get out in the one intersection; we're talking about its 101 feet and now it's going to be 195 feet; I'm just putting my concerns on the table; Haire: with that development specifically there's a lot of behaviors that change that would lead to a lot less congestion; and they've tried a number of times to add signage to direct people further back to other intersections to go northbound on Gender Road and people are slowly changing their behavior but it's a slow process; if you go further west you go back east; it makes a lot more sense; you get out quicker; and most people that live here do that; you'll go down in the drive in front of Kroger to get out because you don't want to sit in the congestion by McDonald's; or if you're going southbound you're not going to wait in those; you're going

to go out to Gender Road, and take a right, and go down Gender Road; as people change their behaviors due to congestion, that helps as well; Jarvis: If for some reason, this is the acceptable rating that we're looking at; if it turns out to be optimistic, or based on additional activity – I'm just saying for the future; what would you envision could be done in that area – is this a dead end? You just have to deal with it? Haire: We'd have to get into more specifics on the traffic study, but I think what our engineer, EMH&T, that evaluated this suggested is that there may need to be another traffic signal added at the Inn at Winchester Trail Drive, and the Kroger shopping center drive; there may need to be a requirement for another traffic signal there; or there may be, at Prentiss School, there may be turn restrictions that could take place, that would remove the signal, and place turning restrictions at that intersection, that would change how you're accessing that site; there are other measures that we could take to help traffic in the area; Jarvis: I think that's important; it looks good on paper; Haire: What they've recommended is that there be some sort of site contribution from this development, to address future issues there, and then also any other development that takes place – adding contributions for a long term solution for that roadway; Jarvis: Is there something along the lines of a tif that – Haire: We do have tifs in place; Jarvis: It could be used for these things that we're talking about? Haire: Correct; Amos: I think that a lot of it will depend on the hours of operation; if it goes with the factory setting, it typically goes from 6-2, and 2-10, which is going to hit your not as busy hours; at least we can help traffic; Coolman: Like with TS Trim on the other side of the property, there's something times of day when you go up there – like when I go to Canal Bank, if I'm there around 2:30, I'm going to wait; they're letting shift out; if you go at a different time, it's not bad at all; it has a lot to do with – like you said, the business flow; Clark: I think this just continues to stress the importance of planning, of looking at that road heading all the way down to Bixby, and then pushing that interchange, when you get to the Bixby Road interchange, all that traffic can go that way; that's what I'm going to continue to stress; Haire: Any other options we have that wouldn't make that a dead end would be good to distribute traffic in other directions; Coolman: Lucas, you said that the stacking was an extra 90-something-feet, but the time was only an extra 16 seconds; Haire: Yes; Coolman: So is that fewer number of vehicles, or? Haire: Yeah, that's what the report says; I think their traffic engineer is here, so they can probably answer any other questions you have; Coolman: Fair enough, thank you; Clark: Lucas, I don't know if this would be a question to you, or maybe to our guests later – what would be the typical employment for buildings of those sizes? I know it's a hard, arbitrary number, but is there any formula to kind of come up with a projection of jobs that come with a building that size? Haire: We've put together some averages in terms of jobs per square foot, and we think that this project would probably result in somewhere between 300-500 jobs for the community; these are speculative in nature; they don't necessarily have it; we don't know exactly what that will be – just based on 20 projects I've put together across central Ohio that are in logistics and distribution, it's somewhere in that range; Walker: It would certainly be good for the city; Lynch: Mr. Haire, are the current utilities large enough to accept a facility like this? Haire: Yes, we currently have 12-inch water and a 12-inch sanitary sewer line that run between this site and the Home Depot and Kroger; they could handle the capacity, it would not be an issue out there; generally, logistics and distribution are huge utility users; manufacturing, and depending on the process can be a heavy and intensive user.

Jarvis: If there are no other questions right now – did I understand you to say that the traffic engineer is present as well? Haire: I believe so, yes; Jarvis: Does anyone have any other questions for this gentleman, before we move on?

Doug Swain, OPUS: I apologize ahead of time for my voice, I'm coming off of a cold; my name is Doug Swain, I am the Vice President and general manager of the regional office for OPUS development – the OPUS group; with me here, I have Kevin O'Connor, who is also with me on the development team; as Lucas mentioned, we also have our traffic engineer, and our civil engineer as well; again, I apologize for my voice, it's not usually this hoarse; I thought I would give you a brief overview on who the OPUS group is; we are a family-owned business that is based out of Minneapolis, Minnesota; we have been in business for over 60 years; we are no stranger to the Columbus area, we have built over 5 million square feet of modern distribution-type products, similar to what we are talking about this evening; in Groveport, we have also built office buildings here, and up north, and around the city; we've been involved in various projects throughout the Ohio and Indiana regions; we've been an active developer here in this region for a number of years; most recently, a couple of years ago, we finished a building over in Rickenbacker, called the Rickenbacker 8 – it was the 8th building we have built there; we are a fully integrated development company; we started over 60 years ago as a small construction firm, grew over the years to become fully integrated; we have our own development group, in-house; we also have our own architectural and engineering group in-house; we also have our own construction group in-house; we do all of our own construction, we do all of our architectural and structural engineering; we do all of the development, which includes land acquisition – financing, leasing, marketing, and capitalizing various projects; we refer to local civil engineers, and sometimes local other groups to help us with these projects, depending on what the projects entail; we have 8 regional offices today across the country; the furthest west is in Phoenix – Denver, Minneapolis, Chicago, Indianapolis, St. Louis, Kansas City and Des Moines; probably more of a Midwest focus; we're very active typically in the communities that we work in; one of the slides here that you'll see is a sustainability slide, and charitable slide – we have a foundation that the OPUS group has supported over the years; we support groups that we like to be involved with, not just from a project side, but from a charitable side in the communities that we work in; you'll see that we have a variety of organizations that we support; we started working with the CASTO group and Lucas on this site; we think the site lays out well, and is very consistent with some of the growth that you want to see in the area; we're certainly here to answer any kind of questions that you have, either about the company or – a lot of the people in this company have been with the company for 20 plus years; it's a very solid, stable company in terms of the personnel, and the people that have been involved with the organization over a number of years; just kind of gives you a visual of what I mentioned – the 3 different pillars about this – fully integrated; we have operated that way for a number of years, and it works well for us in terms of delivery, and in terms of project delivery on all fronts; our projects have spanned coast to coast; at one time we had 30 offices across the country, and we consolidated and went to a more regional footprint a number of years ago; we're very focused on safety on the project site; if you look at our regional office, we have 12-14 people, and a number of them are project managers that are involved with projects on the construction side; safety is always a key focus of our group, and in everything we do; we have a lot of safety that we incorporate into the operations that we do, as we transact the construction side of business, as well as diversity on the employment side; we have the foundation – just in this region, typically we will, through various grants that we have, provide – usually it's \$150,000 or so to various organizations, charitable organizations that are active in the communities; there are a number of areas that the foundation likes to support; a lot of them are around early childhood education, and youth-type development; the rest of them, it just

kind of gives you a snapshot as I go through – we have developed, and are active in a number of different product types, not just distribution; that has really spanned the ? over the years; in this region, I would say we have mostly focused on the distribution type of assets in some office; we have looked at various multi-family and institutional-type work, but I would say most of the work that we've done here has been focused on the distribution side, and that's what we've always done, and have done well in this area; it's a good product type for this region in general; the experience that our group has really (inaudible) with a variety of different types of projects; everything from office, to distribution, to multi-family, to student housing, campus work or for governments – a lot of variety there in terms of what we've done; we're available for any questions you have, either about this project, or about the company in general; Jarvis: Because we are sort of at the tail-end of this process, can you share with us why you decided to do this kind of a project in Canal Winchester? In that location? Swain: We think – there's a couple of reasons; the access and proximity to Route 33, and being able to jump on a roadway system like 33 that will take you to the city, without any stoplights, on a nice, improved highway is attractive; this area, kind of piggybacking on that, would be the labor story for this general area; if you back up and look at the tenants today that would occupy a building like this, and maybe you could say that this is true of all tenants and all companies in general; there's a real concern to try to get good labor; we think that this is a good labor area, with Lancaster to the south, and proximity to Indianapolis; we think that is a good story, that would be able to tell; we like the amenities that are at this location; if you look at our plan, as we progress it through the development plan process, you will see some walking trails and so forth that take you from the actual development into the retail there that we think will be supportive of the retail but certainly from an employer standpoint; we think it will be an attractive amenity for the employees that can walk over there and have a number of options to eat and go to the grocery and bank and do different things; and the amenities and the retail store there; so we like for really accommodation for all of those reasons; we like the ease of really doing business so far; we've worked with Lucas and we like the story of Canal Winchester; the story that you guys have in terms of growth and the businesses and so forth that you have in the community today; we think all those things align really well with what we're trying to do there; and the type of development that we're trying to do there; Walker: just noticing right off of 33 where the two water areas are would there be possible just fountains there just to add to the attraction right off of 33; just I don't know if that was part of your plan; I didn't see it but I was just curious; Swain: typically they're not part of the plan; but that would be probably be a question for civil; and it comes down to the factor of the cost and what we'd be able to do there; certainly an interesting idea; Walker: what does OPUS stand for; Swain: it's just the name; no relation to the wine or anything like that; I don't know where it came from years ago; like I said it's a family business and the family is still involved in it and some of the members today; when Gerry Rauenhorst started the business it was Rauenhorst construction company and when he transitioned to OPUS I'm not really sure where that came from; Jarvis: I think it's like a symphony; it's a musical term right; Swain: I will say kind of going back to the question about the offices accommodating, the way we initially do have it planned yes it's for the two offices with the larger building; and of course that building could be split up; we have office on all four corners; initially the thought would be that the offices would face out over that water towards the highway area; Lynch: so you are putting offices there; not loading docks; Swain: well there's office fronts on either corner of the building to where we have some additional glass fronts that would accommodate where the offices would typically go there on the corners; and the

way that we have the building designed and it's not 100 percent complete at this point, those would have, or position those offices so that you would look out the front of those offices out towards the water and towards 33; Lynch: and everything is between is loading docks; Swain: and the possibly two of the loading docks, I'm speaking of the big building, so the smaller building has all of its storefronts along the front of Winchester Boulevard; Lynch: are you guys do you build this and lease it out or do you sell it off and move on; Swain: so we are what's known as a merchant builder so our focus is ground up development; we will lease it and we will own it until we lease it and stabilize it; but then typically we will sell these to, typically based on the size and the project and the type of buildings that they are, usually other institutional type of owners; in fact, almost always, so a large pension fund or a large insurance company that will come and acquire the buildings for a longer term hold and manage them; these are typically, largely because of the size of the investment, they are larger institutional owners that contract with local professional brokerage firms; usually one of the big two or three or four demands them and continue to lease them; Clark: is there any brick in the architecture mix of this; you'll notice as you go out there; there is brick on every building that is out there almost; I think it's mandatory; the brick façade of all the buildings; Haire: yes for some of the commercial the developer specified a certain brick that's used in; Clark: and I know that's added cost and I'm not asking you to break the bank but just if there could be some mixture; if you could look and its feasible in you're, to kind of look like some of the other building that are there; the brick theme there; Swain: we are still designing the elevations of these buildings; our architect, our in house architect typically does a really good job spending time in the community; he's been out to this community; and try to incorporate some of the surrounding architecture into that development; note well taken; Clark: thank you; Walker: it say a lot to me that Casto is on board too with this; Swain: yes; Walker: because they obviously lease out the property and they're not concerned about the traffic and leasing the property; with all those three things in line we're not worried about losing any business or people coming in; Clark: Casto's just a land owner; Walker: yeah they are; Swain: they are fully aware and supportive of the project and we are keeping them informed as to the step by step progress of so they're very update to date as far as traffic and what we're doing there and the project in general; and they're supportive of it; Jarvis: when we talk about development vision or whatever, this is the kind of project that we really hope for; and it doesn't bring children into the school system; it provides revenue for the city; it's a good jolt to the local economy as well; you touched on that point; but you probably picked up on the fact that the one thing we're a little nervous about because the way the traffic moves around there is what kind of an affect this will be you know; if it's a reasonable degradation then it's something we can all live with and residents won't have a problem with; but if you have a traffic engineer here with you tonight, if they could address that and kind of let us know what they see in this; Swain: I have one add on comment; also as the owner of the project and the one putting in significant investment of dollars and time also look at that; the last thing we would want to do as the owner of the project is create an environment that would make it difficult for companies to come in there and feel comfortable leasing the space and feel comfortable that they would have easy ingress and egress out of the site; from our perspective we look and spend a lot of time with them looking at those varied things as well; Jarvis: that's a great point; if you didn't believe it was going to be a very workable solution after then you wouldn't be there; we wouldn't be having this conversation; Swain: correct; we've got a considerable dollar expenditure investment and we want to make sure we get it right; Lynch: in the Columbus area do you have a comparable project to this in close

proximity to a commercial area much like what you're doing here; I mean its all commercial in front then of course you're building limited manufacturing behind it; do you have any place here in Columbus very similar to where you've done this; Swain: of the distribution facilities that we've built they are mostly over in the Groveport marketplace; Lynch: around Rickenbacker; Swain: around Rickenbacker; so if you're asking if we have any close to kind of the retail proximity I would say five, six, seven, eight, ten years ago what you would look at as an ideal location sitting in the middle of an industrial park where there's comparable buildings on all four sides and up and down the parkway and that's what you have in Rickenbacker; two things have happened; one, land there for the most part is developed so there's not a lot of land there; but the other thing that's happened that has made this site more attractive today than it would have been four or five years ago is the proximity of the retail; because there is a recognition by employers that we need to provide amenities for our employees; and that's going to make it better for us to be able to track employees and for someone that's going to come and work there a long time; a long period of time and be a stable and consistent employee; so these amenities there, being able to walk across and go across the street and grab; or go to the supermarket and do different things like that; Lynch: there will be trails connecting; Swain: so I think the market has just changed a little bit; the land that has been available; and the desire to locate next to amenities like this is changed a little bit; most of the land that we had and have developed has been in more your distribution parks; your modern distribution parks like Groveport; we built an office building in Westerville; we built over in Grove City; we've built in a number of areas; but I would say next to this amenity type of area, that's what your question is, this would be a first; but I will tell you in some of the other markets that we're developing in currently as I stand here you've got sites that I would look at and say this is just like Canal Winchester; where we're coming in with a mid-size building and maybe a slightly larger and building next to a lot of amenities in areas growing just like your community is; so again, rewind five years ago, we may not have been as interested in that site but the dynamics have changed a little bit today; Haire: Mr. Lynch, a good example would be Grove City; so Grove City, if you look at Stringtown and Gantz Road; Gantz Road serves a huge distribution and warehouse facilities but then you have Stringtown Road; you've got all the retail associated with Stringtown Road that's in very close proximity and in very close proximity to 71; Lynch: I was just trying to get a relationship between the traffic of trucks and logistics vehicles coming in and out along with the retail that's there and does it work; Haire: so they have an extensive retail office and as you go further north up Gantz Road there you get into all the distribution uses; Swain: you'll typically have a mix of tenants in a park like this; and some of that is intentional; that's why we have kind of a mid-size building; it's kind of a rear load that can be divided up more easily into smaller tenants; small service companies; small regional distribution type companies; as well as ones that can accommodate slightly larger ones that might be a little more focused on distribution; but you got as real mix there of potential tenants that can go in a park like this; the way we've got it designed; and that's intentional; Coolman: what kind of time frame and kind of walk me through if you don't mind visually; do you start with a smaller building; do you start with a larger building; what kind of time frame; do you get one building completed and get it leased out before you start the next building; because those are pretty significant size buildings; so what kind of time frame are we looking at as far as construction from start to occupancy possibly; Swain: we originally looked at this a couple of different ways; and we looked at phasing it; and where we are right now is we're looking to build both buildings at the same time and part of that has to do with efficiencies that we get from the construction side; efficiencies that we get

from the site and the work that we do on the site to prepare it; if you're doing the work and it's a site, we're going to have to repair the whole site essentially if you can figure out a way to build on all of it its more advantageous to do so; maybe even more importantly we think the market is there so we think that we can stabilize and lease them in a period of time that we would budget; and that budget is hope to close on the property in the Spring; construct them through the balance of a year; so we would expect or we should be able to build and get these building completed by year end if we can get them started by the April time frame let's say; and then we typically budget about a year to get them fully leased; now that could happen sooner; sometimes it slides a little bit later; typically we put it at a year; so that will put you at the end of 2020; Coolman: thank you; Haire: I want to add on the transportation side of things COTA has recently made an announcement; we've been working with them for the last year to year and a half trying to get service extended down here; and they;; be extending the number 25 bus line that will come down basically to Canal Street and then make the westbound turn on Canal Street and then turn north on Prentiss School Drive and then make their final stop behind BW3's; sop that will be hourly service from COTA; currently that's at Refugee and Gender Road; it will extend down Gender Road to this area; that will help with any transportation in terms of potential employees and things like that as another option; Walker: just wanted to add that President Jarvis could be correct; it was a set of compositions by a particular composer or any artistic work especially om a large scale; who knows; Jarvis: and sir you did bring a traffic engineer with you that might be able to address some of our concerns; I appreciate your time and the insight; Swain: absolutely; thank you;

Drew Laurent, Carpenter Marty Transportation: we performed the traffic study for this development and I'm happy to answer any questions you guys may have; Coolman: so I had a question earlier that Mr. Haire deferred to you and that was on the study the stacking on Prentiss School was an additional 93 feet; Laurent: I think what Lucas was referring to was the southbound approach of the shopping center intersection to the west of Prentiss School; so that's about 100 feet queue right now based on our analysis and that would be extended by another 90 feet; basically a way of explaining that is right now that drive is pretty far to the west along Winchester Boulevard; there's not a lot of traffic going further west on Winchester so with this development naturally we are going to see more eastbound westbound traffic along Winchester which would increase that delay slightly and the queuing as well; and as Lucas did mention the possibility of signalization in the future depending on how the rest of this area develops; Coolman: what's your opinion if the future development continues in that area do you think, I know it's hard and no one has a crystal ball, but do you think that's a good area for a future traffic signal; Laurent: sure yes, it's hard to tell right now but you get growth rates from MORPC that help us project out traffic for the future along this roadway and we show that the level of service did reach failure ten years from now based on those growth rates; but obviously anything can happen within these next ten years; Haire: they did take into account in the study the development taking place currently on the south side; the office space that's currently planned as well as there is projections in the for an additional hotel location based on some acquisitions that were made of property there; those were taken into account but they didn't take into account any other future developments; so any future developments on the south side would also have to do a traffic study to show what their impacts would be on this roadway; Coolman: I think that as long as there's the possibility of having a traffic signal put in there if demand calls for it I

think that's important; Jarvis: if there are no additional comments or questions I will entertain motion to forward ordinance 18-046 to full council;

A motion was made by Clark to move ordinance 18-046 to council, seconded by Coolman. The motion carried with the following vote:

Yes 7- Clark, Coolman, Amos, Bennett, Lynch, Jarvis, Walker

ORD-18-047

An Ordinance Adopting Section 1198 Of The Codified Ordinances Regarding Residential Appearance Standards ([Ordinance, Exhibit A, Residential Appearance Standards Redline Copy, P&Z Recommendation](#))

Moore: I will try to be brief since I think I am supposed to be done by 7:00 with two of these; so the first zoning text amendment is to repeal chapter 1130 the residential design standards and to create chapter 1198 the residential appearance standards; based on the email I sent you guys a little over a week ago as kind of a sum; city council adopted a committee to review our current residential design standards to see if they were okay a sis or if they needed to be modified, added onto or completely removed; that committee determined that they needed to be updated to today's standards and what the committee felt was inappropriate standards to set forth a new growth of residential homes that would endure it for the future and kind of last and be similar to what our committee called kind of what our downtown has here; it has that charm; that makes it last; when looking at that the committee looked at adopting these new standards; I presented this update to you guys in September or August; and then touched on getting your guys head nod to planning and zoning so planning and zoning could review it and send it back to you with any recommendations; so I'm not going to cover all the dame stuff you guys have seen; I'm just going to talk about the changes since the planning and zoning has stayed; I'll try to save some time; again this document does have the new structure to compared to the existing; we really dive into the purpose of it in the first section here talking about why we have it; what this document does; when looking at what it applies to is in the next concurrent section; and then when looking at the residential design requirements this is where a lot of the changes took place; at the September planning and zoning commission meeting a member of the BIA the Building Industry Association of Central Ohio was present at that meeting he made it in the public comments section very clear that he wanted to be a part of the discussion to adopt these new standards and that the BIA was a part of the original standards that we have now and that he wanted to have his group involved and to help with any definitions that should be changed to make it more clear for the Builder Industry Association and just developers in general and then to basically understand in a more clear manner what the intent of this code section was; so we held that meeting on September 21st; planning and zoning tabled their discussion in the September meeting to basically hear that feedback from that organization during that feedback meeting we got some direction to help clear some language up; help understand what we meant by certain sections; some things were just not feasible; so how to make them feasible with change of language; everything in bold here I'm going to talk about is the changes that was made; then everything striped out is just what was changed and removed based on that feedback; so the first big section here we discussed having architectural diversity and they wanted to understand why we were trying to accomplish that; so right off the bat the beginning first sentence is to discourage the appearance of tact type housing; they asked what we were trying to accomplish and we said that's a good first line to throw in there; then to help accomplish that they helped us come up with different key words; one item they had a problem with was

using the word model; a lot of builders only have two or three models and they change elevation enough to make the model look different; so we changed it to houses of same or very similar design; then with some components in the next section kind of helped define what that means; the help also clarified the graphics in here are for your presentation and what we would present to developers but would not be in the zoning text; the pictures are here to help make things more clear this evening; so again some of the here is to have houses of the same and very similar design have more deviation and be further apart in the same subdivision and on the same street; these two graphics are just showing how the houses would be; none of the lots shown have the same or similar house on them; and then when defining on what those minimum variations are we have table 1 and 2; so the house to be not the same or substantially similar; has to incorporate two changes from each table 1 and 2; so there'd be a minimum of four changes as quantified by this that makes them a completely different house; moving forward; we talked about the importance of chimneys and driveways and what both of those do to just the appearance driving down the road; one of the things the BIA just wanted to ask us about was it looks like we're encouraging more on street parking; we explained that on street parking slows down traffic and council loves slowing down traffic to make people happy; so that was a good thing; that's just something they're not used to hearing; that kind of helped explain why we wanted that to happen; another item that we wanted to clarify is our current standards really restricted a lot of designs of architecture from happening by requiring porches on every single home; and so we kind of explained that we wanted that porch to be that front entry; to be the main feature of the house; to make you focus on the front door rather than the garage; so they talked about different alternatives to accomplish that so we would change that to basically explain in words what we were trying to do with the front porches; the focus on the front door and to make the garage secondary; and to make your front entrance of your house inviting and you want to walk up to the house one other option we found that fit a multitude of architectural styles aside from front porches are porticos; a portico can be a porch but a porch cannot be a portico; basically a porch is always attached and a portico can be detached; just kind of mixing up those definitions and kind of showing a little bit of what we're trying to highlight as that front entry of the home; and again we're allowing these elements to protrude closer to the street as they do not effect building setbacks, lot coverage, things of that nature; it would be a current restriction requiring thee on every single house; other items we kind of helped define clearer is finished building materials; we wanted to say that the finished building materials shall be detailed on all sides of the building and shall match all elevations so that way we weren't getting a mix of materials that weren't compatible with each other; the BIA was concerned about four sided architecture and what counted as four sided architecture; we incorporated some items here listed in bold in the se bullets; we asked them to provide us with a comprehensive list of what they would consider architectural elements; they failed to provide us with anything; this is just kind of what we've come up with and we're moving on with; and then again with the garages we discussed that the front entry needs to be the focal point of the house not the garage; so just in the garage section completely saying that it should not be the focal point of the house and it should be scaled and massed appropriately for that type of home; in terms of other clarifications for them they wanted to know why we were requiring gutters and downspouts; we basically said the Ohio building code does not require them but we want to require them; they also had questions about the drainage; so we also had to explain what that drainage system does; they're used to either all to storm sewer or all to ditches that lead to soils to ponds and not a combination of both; so we explained we want to accommodate both because we can do both; they had a concern about in the windows and the shutters section kind of grouping only the materials as painted wood, vinyl, synthetic, pvc or hardy plank as being the only materials; and kind explained as technology gets better, new materials are

invented and different things could be evolved and do we want to only allow these certain things; we're open to different things; this is just what's out there right now; so we kind of added in anything substantially similar as determined by P&Z; so if they want to present something that's better, newer, we're not prohibiting that; and then with the vinyl home section that meeting they were confused on how the vinyl homes section worked with the four sided architecture section; does one cancel out the other; we wanted to explain that the vinyl home section is in addition to the four sided architecture; so if you wanted to build and all vinyl home it just had to be a much nicer home; so we just explained that with this beginning bold paragraph here as well; and kind of explained that anything from the table below that that's counted in the architectural element; that doesn't count towards this; you have to pick something else; basically just stacking more things on to make it a much nicer project; and then again they were concerned about the pigeon holing as certain materials are approved or appropriate; we're allowing for that flexibility for those things to change in the future; I know that was really quick but if I have any specific questions on anything I would be glad to go back and help cover them; but the main takeaway is the planning and zoning commission had the first public hearing; a member was there to discuss wanting to be involved as they have been in the past; we had that meeting; we took their input; planning and zoning was actually really happy with these changes; we were concerned specifically with requiring front porches on every home; and that kind of removed Georgian style architecture things of all brick homes that don't really have a front porch element and really wanted us to focus on why we want the front entry to be the focal point of the house and not the garage; things of that nature; the commission had that discussion in September and they were really happy in October; they think this is a major step forward and to what we expect for future growth; any specific questions; Walker: was there a particular amount of, I didn't notice if there was, of side load garages that will be expected; Coolman: 20 percent; Moore: in this change our current standard require 20 percent side load; we are upping that to 25 but we're also allowing detached garages; so it could be detached or side load; as long as a new development has a quarter of that mixed in to help kind of break apart the architecture and the design; so we've added a new element I guess allowing a detached garage; Lynch: Mr. Moore, the front load garage sitting four feet back, was there a pushback from the BIA in that particular text; Moore: no, one of the members that was there actually was a custom home builder and he said he could do everything our list asks for; Lynch: so in this text it's no different than what was in the 1130 texts when it comes to four foot setbacks on properties; Moore: no that section is completely the same; Lynch: the Middletown Farms that's one of the things they're trying to get us to overstep; Moore: that was one of the items I believe with that specific development their current layouts don't accommodate that; Lynch: they said they could not do it without challenges; Haire: Mr. Lynch, we did have that discussion with the BIA about the four foot setback; they were concerned with requiring the garage to be setback from the front of the home; Lynch: but doable; Haire: we told them that the committee, that was a priority of theirs; so we would not amend that with our proposal; Lynch: great job on putting this all together; I think it's a great step in moving forward in how we develop Canal Winchester; Amos: Mr. Moore, with the addition of the attached garages would that require a larger amount of property to develop on; Moore: not necessarily; Haire: if it's a planned district you can change the setbacks and things for a detached garage; our current requirement, is it ten feet or fifteen Andrew, for an accessory building to setback from a house; Moore: ten feet; Haire: so we require it to be ten feet away but you could make it five feet away if the planned district renegotiated with us; Walker: a side load would probably create a little bit more because you have to be able to pull in; Haire: typically side loads a wider lot; a detached can actually be more narrow especially if you have a one care driveway that then goes back beside you home but opens up into a bigger driveway if its located to the rear; Moore: so there's another version of this rendering

where the garage is actually pushed back and is not touching the house; and the driveway is the exact same width going all the way back; so if you just imagine this; the garage not attached and pushed back; it doesn't change that lot width at all in this conceptual rendering; Coolman: question on the vinyl siding; I'm not a builder so I don't know how thick vinyl siding and everything is but what I do know is that vinyl siding can be insulated or non-insulated; so being a higher scale type format I don't see any working in this about insulated vinyl siding; is that what you try to keep in mind with the thickness of the vinyl you're using ; Moore: so none of the communities that we piggy backed or borrowed text from or modified text from, none of them that we found in central Ohio talk about the insulation of the siding; it's really about the premium of the gauge; and the nicer gauge we saw is that .046 that's where it becomes something that you're not going to Lowes to purchase; Haire: normally when you get into that premium siding it has a much greater wind load; and so they can get into two hundred plus mile per hour winds; being rated for those; Coolman: can they rate them for hail damage; I don't know that they rate for hail damage; but the thicker it is the less prone it is to any type of cracking with flexibility its more rigid; Coolman: a lot of times people that build vinyl homes they like the insulation because with masonry reflects sound and vinyl normally absorbs it; so if they want to reflect sound they insulate the vinyl; Walker: so the .046 will be our standard; Haire: yes; Lynch: your average siding is usually a .044; so that's kind of average; so this takes it a notch up; then you got a .048 which is even better but there's not a lot of homes that are actually built out of that; this is kind of a fair compromise as far as not cheap not just right in the middle; Moore: just as kind of a side note I recently learned at one of the landmarks meetings that there are communities whose landfills are not accepting vinyl siding in the landfill; they actually have to store them in a warehouse because they're a contaminant; so there's a lot of processes being done with vinyl that change the way it has been made in the past that way it can be more or less thrown away safely; so that was one of the discussions I learned last month and landmarks; Coalman: my other question was when I was looking through this the shingles you talked about; these are the minimum standards right; so you talk about three tab shingle and you talk about the weight of the shingle; and again to get with wind endurance and my business that I work in personally we go on wind endurance; so with what is proposed on the three tab do you know where that ranks with today's upscale shingle that they're now marketing; Moore: no that is not something that we looked at specifically; Haire: what we're doing is looking at the product itself and mostly the appearance of the product; not necessarily the building code requirements of the product; Coolman: and again it's a minimum; Haire: correct; Lynch: yeah these are all minimum aesthetic standards for everything; Haire: and the aesthetics on requiring thicker vinyl is really because you've all driven by homes that were built with the economy vinyl where you get the waviness in that after a few years; your neighbor's window reflects the sunlight and it melts your siding; it happened on certain subdivisions that are in proximity to Canal Winchester; that was more of the goal behind those; Bennett: Mr. Moore, I wasn't part of the committee, when detached garages were discussed I guess was the minimum setback discussed as being greater or are we still looking at four feet from the front; Moore: if its detached as long as it's behind the front of the house; Bennett: so it's still four feet; Moore: council would like it to; as interpreted if its detached it could be even with the front of the house and just be a detached garage; Bennett: when I think of those attractive homes with detached garages the garage is usually pushed further back almost behind the home; Jarvis: kind of like a carriage house or something; Haier: so it would have to be ten feet away from the existing house; so you'd have ten feet between a house and a garage if it were in line; I don't think I've ever seen that; Walker: I've also seen some where you have the house with somewhat of a walkway; Haire: breezeway; Walker: to the garage that are attractive; Moore: this definition would count a breezeway attached as a detached garage; Walker: that would look great; Walker: great job;

Jarvis: I'd like to echo that as well; Mr. Lynch and everyone else seems to feel that this is a really good piece of staff work; you have listened and you have been asked to incorporate different viewpoints into this document; it may not be the end all for the end of time but it is certainly much better than what we have currently on the books; and if someone feels like it's too high you can always come down if the circumstances dictate; but it's hard to go the other direction; Moore: so this again is just a recap; if there's any panned district this is the baseline of where you start that conversation from and then you can go wither direction based on what that's specific communities' goals are; so that's where we see this document being used is new growth and kind of setting a standard that we want you to get here then they make this fluctuation to make that community their community; Jarvis: I think you nailed it; very close; Coolman: job well done;

A motion was made by Coolman to forward 18-047 to full council, seconded by Lynch. The motion carried with the following vote:

Yes 7- Coolman, Lynch, Amos, Bennett, Clark, Jarvis, Walker

ORD-18-048

An Ordinance Amending Section 11991 Of The Codified Ordinances Regarding Landscaping And Screening ([Ordinance, CHAPTER 1191 Redline Copy, P&Z Recommendation](#))

Jarvis: Mr. Moore, are you delivering that one, too? Moore: This is the last one I have, I promise; this update is a general update to chapter 11-91, landscaping and screening; as you all are aware, for the past several years, we have been working really hard to update our entire zoning code, one chapter at a time, basically to bring it up to current standards, to do new things, and learn from things that haven't worked in the past; this is one that we have been working on this year; it's really been on my plate for the past several years; with this update, this chapter is very long, so I'm not going to talk about anything that's staying the same, I'm going to just talk about the changes; if you guys have any specific question along the way, stop me; I'm just going to talk about why we've structured this document the way that we did, and what makes it different from the way that it was; planning & zoning commission heard this update on the October 8th meeting; at that meeting, they made a recommendation to offer approval as presented, with the understanding that it's going to the street tree advisory board on October 30th, before your hearing; I presented it to the street tree advisory board on October 30th; they didn't have any questions, once things were clarified, on why things were changed, and what they meant; a lot of the questions that they had were questions that should be directed to you as council; I left those things up to them, to bring to your guys' attention in the future; as standing, neither commission had any questions or concerns about this document; the way that we structured this change is to make this whole chapter cumulative; you read chapters 1-16, and then you kind of add up, divide, subtract as you go through it, rather than pick and choose what applies to you; that was one thing that made the previous layout a little confusing for people, because they didn't know where to look; we have made it more straightforward; as I move through it, you'll see things start to ramp up, and add up, in terms of what the requirements are; in the end, it allows for some exceptions and subtractions to make it a site-specific layout component; this first section here is the purpose – again, this document: anything that's in bold is new, anything that's not in bold is what's existing; you'll see most of it is bold, because it's all new text; in the purpose section, we've added some definitions for clarification; one is just explaining that a caliper of a tree is the tree that is planted; the diameter breast-height of the tree is the size of the tree as it's in the ground, or to be removed; those are just some definitions from the urban forestry side; we define

what a 'major' tree is; we also define what a woodland is; noting that that woodland directly correlates to the Canal Winchester woodlands map; that's something that was missing from our current landscape code, that we wanted to hammer in early on; the first section, right after the definitions is just talking about the preservation of trees in a wooded area; that's saying that's really important to the community, and whenever you're doing any planning, this is of utmost importance, you need to do this first, and take a look at this before you move on and talk about what you want to build; that is the head-off into this section; after you have examined your site, and taken a look at what you can preserve, and keep, there is what has to be removed to get your site to work – a sort of replacement plan, saying if you're going to remove stuff, what you have to replace it with; kind of defining what needs to happen on a site that's not a farm field, it's pretty straightforward, there's nothing to replace in that scenario; immediately after that replacement schedule, we talk about the importance of woodlands; we are directly identifying that with the Canal Winchester woodland map, that I'll be showing later in this presentation, and talking about an amendment to that woodland map, based on foreseen growth, and how the dynamics of the city have changed since it was last approved by the city council; as part of that woodland replacement schedule, we're saying that you have to maintain at least 40% of woodland on your parcel; you can't just clear it, and say you're going to replace all of those trees, just because at that level it becomes almost unquantifiable to replace that magnitude, if you start removing everything; this is the woodland map that I'll refer to at the end of the slide, to just kind of give you a visual; this previous line here is talking about replacement schedule for woodlands; anything that's in green on here is what we're going to be defining as a woodland; 99% of this is the same as the current woodlands map; at the end of the presentation, I'll show you a ? that was added, and is going to be subtracted, just based on current development patterns; once you figure out what your site characteristics are, what you need to replace as part of your plan, in terms of what's existing and if it's in a woodland or not, then you get into this section that talks about what your options are; the way our current code is laid out is you plant tree-for-tree, or inch-for-inch, depending on where you're looking at; it doesn't give you any guidance on how you accomplish that according to site restrictions; when looking at community's codes, and other tree city's codes, there are things that you can allow – like planting bigger trees to account for multiple smaller trees; if you save a bigger tree, it counts for smaller trees that you won't plant later, because you're saving a large, healthy, mature tree; if you physically can't just get the landscaping plan to work for your site, because of its size, and what else is allowed through zoning – you can pay a fee, and basically pay into a fund that allows the community to plant those trees elsewhere, because you can't get them to work on your specific piece of property; once you figure out the current site standards, what you can and can't do with what's existing; then you go into the landscape standards on what we'll be expecting to be a part of your landscape plan; you can see the main item that was added here is to use the urban forest tree and plant list for Canal Winchester as a guide for your landscape plans; our urban forester puts a lot of time into updating this every single year, and it does not have to be followed by anybody; I wanted to incorporate that into what we'd require; Lynch: In the deciduous trees, why are we going with 1-3/4" trees as a minimum? That seems really small; Moore: That is what our urban forester plants for new street trees; Haire: That's his recommendation based on the survival rate of the trees, especially if they're going to be placed in parking lot islands; Lynch: Even for woodland placement it says 2-1/2"; Moore: It's saying that a woodland – that area is more important, but it's being designated by that map as being a woodland; if you're going to replace a tree in the woodland, you have a higher standard; Lynch: It seems small; most of the trees we plant on commercial properties are 2-1/2-3" caliper, and 2-1/2" seems to be a minimum – evergreens, minimum standards for a community are 7-8 foot tall; Peoples: Evergreens don't have the – it's based on 5-foot; Lynch: Evergreens are based on

height yes, so we have 5-foot – I'm saying a lot of other communities have a minimum standard of 7-8 feet; is there a way to make that a little more substantial? We're just looking at a big development behind Kroger that could possibly be put in; if they start putting in small trees – Peoples: We need to get more trees for the cost; when we do our street tree program, we want to get as many trees as we can for the money that we have in the budget; we are buying more trees at a smaller caliper; for the street trees, correct; he just put that standard on to the – Lynch: But in a new development like Middletown Farms, if that was to move forward, the developer would have to put their own trees in, correct? Moore: Correct; this text here – the inch and 3/4 and 5-foot height is what we currently have, that people are reading; that hasn't been changed; if that's something that council wants to make greater, then – right now it's just being left as is; Lynch: I think for new installs, for commercial and residential installs, it would be a good idea; if we are planning our own park, and the street trees are on our own dime, then we have to stretch the budget – that's a little bit different; if we're asking developers to do a certain thing, I think our standards should be higher; Moore: I could say that that's something you guys could amend; that's a conversation you guys should have moving forward; Clark: Is that done in other communities – to have a different – can you have one for one group, and then another group? Lynch: I don't know; Moore: I think what he was asking is if this standard saying that a tree has to be an 1-3/4" size at planting, and that's what this would require for any new development; that's based off of what we plant ourselves; Clark: How do we write it that the city, in the city right-of-way – Moore: We don't have to put anything about our own; Lynch: I guess what your asking is if we can develop a different code for what developers would have to do? Moore: We wouldn't have to write our own code for our own right-of-way planning; Walker: I do remember something about what Mr. Miller said, about the survival rate in a shopping area not being real good; Moore: That's something – when I get to that section, I'll highlight what we've changed; Lynch: But you do have larger islands, you worded that in there? Moore: Yes; this is part of the landscape standards – these are the minimum standards on what would be planted; another item that we wanted to add is having a monarch culture as maximum; basically, if one subdivision plants all ash trees down one street, if there's another disease, and all the trees; in this case, if it's a development that's big enough, or there were a number of trees that were big enough, you would only look at a 15% loss if there were a catastrophic failure, versus 100%; it's really to promote diversity, and promote the entire forest canopy to evolve in a more natural item – that was another item that we incorporated, that I think was taken from another community locally; in terms of the development standards – this is where a lot of the items were tailored based on what planning & Zoning have learned, based on what Lucas and myself have learned; in terms of what people can and can't do, flat out don't want to do – in terms of the variance process; when looking at non-residential uses, we've broken these into different categories; the first category here is commercial and industrial; the commercial and industrial tree ratio is based off of the size of the building; if you have a building that's 1 square foot-30,000 square feet, that's one tree per 1,000 square feet of the building; between 30,000 and 60 is one tree per every 2,000 square feet; it just gets smaller for a larger building, just based off of if they're using more of that same site for a building, that provides less area for trees to be planted; in our industrial areas, we allow 80% lot coverage; if you imagine a quarter million acre building on a site, and we allow 80% lot coverage – that 20% doesn't allow for 500 trees; that's one item that we wanted to help justify either sections of our code; in terms of the minimum tree planting – for this and the following section, we are capping all development sites to be at a hundred trees maximum; if they're developing something that would require 105 trees, they only have to plant 100 of them on the site; that's basically, again, just based off of what you can physically fit on any property; we've looked at a number of different sites and projects on what could physically fit there; 100 seems to be that tipping

point, where someone is just going to need the variance, because they physically can't get it to work; the last item beyond that is if that scenario comes, where it gets to the 100 cap, but it still can't physically work for whatever the site constraints are; it could be utility easements, roadway easements, things of that nature – over 50 trees planted, the developer can pay into a fund to pay for the other 50 trees; that puts it at the 100 cap point – they plant 50, pay for 50, but they don't reach that until they reach 50 trees on their site alone; Coolman: How much is that fee? Moore: That fee, we are trying to determine right now, to amend the current fee schedule; right now, I believe we are looking at \$300 a tree; Lynch: If you can't fit more than 50 trees on a site, up to 100 trees, you would pay for that additional 50; Moore: Correct; Lynch: Why do we cap that at 100 – I understand that there are some lots that can't fit that, but I was just looking at the OPUS property – you could lose 100 trees on that lot easily; Moore: that was a specific project that we put this map towards; you can actually see an amendment that we want to make this evening, just based on the scale, you can't fit that number when you account for parking; Haire: when you account for parking, there's a gas line on that site, there's detention ponds on that site; once you have the building coverage, the parking coverage, the detention pond requirements that we have in our code, it leaves you very little area to plant; in that case, our current code would require over 1,000 new trees to be planted on that site; Moore: We even did the math, with this update, as written – that project that was proposed as a concept this evening would require almost 500 trees; Lynch: So they put 100 trees in, and they pay us for 400 trees so we can put them all in our parks; Moore: I have a feeling that that would be a variance request; Haire: We've granted variances to Nifco, to Mill-Tech, to BrewDog; Moore: All the large industrial developments; Haire: Those are just recent variances that we granted within the last year; Bennett: Through planning & zoning? Haire: Yes; Moore: Their only advantage is that they can't fit them on the site; Haire: We're continuing to run into this issue any time we get into larger developments; the sites aren't large enough to accommodate a forest that would need to be planted; Lynch: I understand that; if we cap that at 100, we limit what we can collect for funds to use for other trees, to compensate for all the hardscape area that they're putting on their lot; Moore: You're looking at a maximum of \$15,000 paid into a fund by a single project; if they pay for 50 trees, at \$300 a tree, that's \$15,000; Haire: They also pay \$9 per linear foot of frontage, for any frontage that goes into our street tree fund; they're already paying a significant fee for maintenance of trees, long-term; Clark: I thought you said the minimum is 100 – but they can do 50, and buy 50? Moore: They would be paying to get those other 50 on their site; Haire: You're only giving that cap generally on a building that's more than 90,000 square feet – we aren't talking many buildings in Canal Winchester that would be that scale.

Jarvis: In the interest of time, this is going to be going through a regular, 3-reading process; there's opportunities to make changes, if you want along the way; Moore: Thank you; Jarvis: We don't need to figure it out tonight; Moore: The next section – the first section was on commercial and industrial; the next section for this table of what's required is for office, institutional, convalescence, nursing homes, child daycare facilities – this is a more intense use; it has more intense pedestrian presence; we've required more trees to be planted; again, we've capped it at 100; getting at 100 trees for this is going to be a lot harder, because those buildings typically aren't that size; over 50 trees, you can pay a fee to pay for the other 50 if you need to; for residential uses, we do not require any specific standards for residential; right now, it's really just based off of what the developer is taking out; planning & zoning examines that, and says 'well you're taking out 100 trees, you have to plant 100 more trees'; this would require you to plant those 100 trees based on the replacement schedule in section 2; you have to plant 1 tree for every 500 square feet of building ground coverage; on average, you're looking at 4 trees per

house; in addition to whatever they removed to get that development to fit; in this specific instance, we have received this as planting our street trees; you'll plant a tree in the front yard, a tree in the backyard, and 2 in the right-of-way in the front of the house; this code actually allows the developers to plant in the right-of-way if they need the space; if they do plant in the right-of-way, they have to coordinate with the urban forester, who has to go out and do onsite inspections to make sure they're actually planting the tree that they said they were going to, and that was approved; with the master of landscape plans that these developments can do, we don't see this as being an issue; this was one of the things that the street tree advisory board wanted to understand their role in; they can basically approve those plans; it's giving them bigger projects to do, that don't cost them anything; that is to really help plant more trees faster, that way we can actually use our linear fee for lots being developed, to actually maintain trees, and not plant trees; with this, the goal is that there will be a lot more trees planted faster than what we can currently get done on our own; when looking at this standard, this chapter is meant to look at your site, you add up what you need; this is something where you can subtract; if you're saving a lot of trees on your site, you can be credited up to 4 trees to not have to plant; there's qualifications for what counts for those credits; for whatever reason, if you only have to plant 4 trees, and you're saving enough, then you can get out of planting anything; I don't think that's realistic by any means; it is setup in the math to be possible; with the parking standards, this is one where we've modified – we've changed our parking lot minimum island size to match our commercial development standards, which is twice the size of what it is now; now it's a minimum of 4 feet wide, we are changing it to 9; it's a minimum of a parking lot stall length; it's just doubling in size with that, to mimic other sections in our code; we've also, in trying to figure out how to get trees to survive longer than that 7 year average, based on what the constraints they have in islands – if you plant an island that is much bigger at 1,200 cubic feet, then you get an exemption for, instead of a 1:1 ratio of entries, it's a 1:2; the trees you put in that bigger island count as 2 trees a piece; those trees have a higher probability of surviving as they get bigger; as long as you're planting a big, shade tree, and not an ornamental Japanese maple, then you get the credit; in terms of other designs, we don't have any minimum depth for a parking lot island; a lot of times, our urban forester goes out, and they've compacted the soil in the island, and the tree can't mature because of that condition; because of that, the parking lot islands have to be at least 3 feet in depth, with soil that is promoting healthy tree growth; the other sections, 3 and 4 are copied over; the one thing that, again, as I was saying, we would like to amend this evening, based on what was presented in your packets; in doing the math for a large-scale project, it was a misunderstanding at planning & zoning that the parking lot standards were capped at 100 as well, for the maximum trees; when we were reviewing just how they are cumulatively split apart into subsections, it was not - if you had a large building, you could be capped at 100; all of a sudden, you have to plant 1 for every 6 parking spaces; that 100 could be 300 really fast, and you can only pay for 50 in the building, and not pay for anything in the parking standards; subline B in the red, at the bottom, is what we are requesting to be added to this amended, saying that this section also stacks with the section before for the building size; for building, and parking, you're capped at 100, and not just the building; Haire: I think the rest of the changes are just striking out other portions of the code, and I don't know that we need to go into a lot more detail on those; if you have any questions on what's been presented, we would be happy to address those over the next 2 weeks; if you want to talk about them, feel free to call Andrew or myself.

Jarvis: Does anyone have any questions? Thank you, Andrew, for walking us through that; obviously, a lot of thought went into that; some of the math kind of escapes me, I'm not sure how that plays out, but I trust that by experience, or through experience, you know what works and what doesn't; Moore: It's

just really – sections of our code allow for a lot of the lot to be building and parking, and once you allow that, and say you have to plant a forest, it becomes really tricky; we’re trying to figure out how to get our entire zoning code in sync, that was the goal.

A motion was made by Lynch to move ORD-18-048 to full council, seconded by Walker. The motion carried with the following vote:

Yes 7 – Lynch, Walker, Amos, Bennett, Clark, Coolman, Jarvis

D. Staff Report

[18-134](#)

ORD-18-046 Staff Report and Rezoning Application

E. Public Comments - Five Minute Limit Per Person

F. Council Discussion and Recommendation

G. Adjournment @ 7:38 p.m.

A motion was made by Walker to adjourn, seconded by Lynch. The motion carried with the following vote:

Yes 7 – Walker, Lynch, Amos, Bennett, Clark, Coolman, Jarvis