

Canal Winchester

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



Meeting Minutes

Monday, September 9, 2019

7:00 PM

Planning and Zoning Commission

*Bill Christensen - Chairman
Michael Vasko - Vice Chairman
Joe Donahue - Secretary
Brad Richey
Joe Wildenthaler
Mark Caulk
Kevin Serna*

Call To Order

Time In: 7:00pm

Declaring A Quorum (Roll Call)Approval of Minutes

August 12, 2019 Planning and Zoning Commission Meeting Minutes

A motion was made by Joe Wildenthaler, seconded by Brad Richey, that the August 12, 2019 Minutes be approved.

The motion carried by the following vote:

Yes: 7 – Vasko, Richey, Christensen, Wildenthaler, Caulk, Donahue & Serna

Public CommentPublic OathPublic Hearings**SDP-19-007**

Property Owner: Waterloo Crossing, LTD

Applicant: Bank of America

Location: PID 184-003208 (6.164 acres located on the south side of Winchester Blvd)

Request: Site Development Plan for a 3,930 sq. ft. commercial bank.

Mr. Moore presented the application for Bank of America for property located at PID 184-003208 within the Waterloo Crossing Shopping Center. The applicant is requesting approval for a Site Development Plan for a 3,930 sq. ft. commercial bank. Staff discussed that the property is zoned General Commercial and is subject to the Waterloo Crossing Development text and the Commercial Development Standards of the zoning code.

Mr. Moore recapped that during the August Planning and Zoning meeting the applicant received plan approval for a variance to exceed the build-to line for the property and a conditional use for a bank with a drive-thru in the design.

The site will be accessed by vehicle from the existing service roads surrounding the site and an expansion to the existing parking lot. To the immediate south of the proposed building is an east-to-west connecting access drive that will connect the existing access drive to the west with the larger Walmart parking lot to the east. The Bank of America site will have a dedicated parking lot entry to the west of the building and a dedicated drive-thru entry to the east of the building. The drive-thru will have an exit only curb cut to the north of the site. A pedestrian access sidewalk connecting the front door to the sidewalk along Winchester Blvd has been provided.

Sanitary sewer service is proposed to be connected from the east from an existing 8" sanitary main that leads to Walmart. Water service is proposed to come from the south from the 12" water line that serves the shopping center to the south. The plans show the site will drain into an existing storm water system to tie into the regional detention system for the shopping center.

The proposed site plan provides 20 parking spaces within the Bank of America Site. An additional 134 parking spaces will be constructed off site, completing the parking gap within this area of the shopping center.

The proposed landscaping plan shows parking lot screening along Winchester Blvd right-of-way and the private commercial access drive to the west, east and north. The applicant has provided the number of new trees on site to meet building and parking requirements.

The parking lot lighting plan provided is showing two parking lot lights will be constructed on site and an additional four in the offsite parking will be added. The parking lot lights will feature a historic bell head fixture with LED lighting. The plan shows that the maximum lighting intensity for the site will be at 15.7 foot candles while the average light intensity at 2.31 foot candles.

The development text for the Waterloo Shopping Center allows monument signs to be a maximum of 50 sq. Ft. of copy area per face, maximum 8 feet tall and a minimum 15 feet from the public right-of-way. The plans submitted show the applicant is going to construct a monument sign that meets the Waterloo Shopping Center standards. The Commercial Development Standards prohibits typical cabinet box signage types. Staff recommends that the applicant modify the sign design to have a dimensional appearance with push-thru lettering that is internally illuminated and or back lit to remove the cabinet box design.

The development text for the Waterloo Shopping Center allows for a maximum total of 175 sq. ft. of total wall signage. Wall signs are permitted on up to four (4) elevations, with a maximum area per elevation of 100 sq. ft. The maximum length of any wall sign shall not exceed 80% of the building face on which the sign is located. Details for the wall signage has not been submitted at this time for review.

The applicant has provided elevations of the proposed Bank of America. The Commercial Development standards require that exterior walls be composed of 80% natural materials with brick or stone as the predominant material. The proposed elevations meet this requirement. The Commercial Development Standards also require that the building be designed to have four sided architecture. Every elevation must have two design elements and the front must have three design elements. All but the south elevation meet this requirement. Based on the interior floor plan, the window shown on the south elevation appears to be a false window. Staff recommends that the applicant provide a

full clear window into the space to meet the requirements in Chapter 1199.03(d).

Staff has reviewed the proposed site plan and has worked with the applicant on modifying the plan to meet the appropriate development standards for the Waterloo Crossing shopping center and other applicable zoning requirements. Staff is recommending that SDP-19-007 be approved with the following conditions:

1. The monument sign design be modified with a dimensional appearance so that it is not a "cabinet box" design.
2. The south elevation window be a full clear glass window that meet the requirements of Chapter 1199.03(d).

Applicant Ben Siembida stated he had no comments and is present to answer questions.

Mr. Christensen asked the applicant if there are any concerns with staff's conditions of approval. The applicant indicated there are no concerns.

A motion was made by Brad Richey, seconded by Mark Caulk that Site Development Plan #SDP-19-007 be approved with the following conditions:

- 1. The monument sign design be modified with a dimensional appearance so that it is not a "cabinet box" design.**
- 2. The south elevation window be a full clear glass window that meet the requirements of Chapter 1199.03(d).**

The motion carried by the following vote:

Yes: 7 – Vasko, Richey, Christensen, Wildenthaler, Caulk, Donahue & Serna

CU-19-002

Property Owner: Central Ohio Transit Authority

Applicant: Lee Beckman – Buckeye Investments LLC

Location: 184-003361

Request: Conditional Use from Section 1167.03(c) to allow for an Automobile Convenience Market

Mr. Moore presented the application for Lee Beckman for property located at 184-003361, 1.57 acres located on the southeast corner of Trillium Ave and Gender Road. The applicant is requesting a Conditional Use from Section 1167.03(c) to allow for an Automobile Convenience Market to be on the subject property.

Staff discussed that the property is zoned General Commercial and is one of the two outlots identified in the COTA park and ride development. Chapter 1167.03(c) allows for an Automobile Service Station as a conditional use. The

applicant is requesting the property be used as a Friendship Kitchen convenience market and fuel center. The property is proposed to include a 5,356 sq. ft. convenience market, 21 parking stalls, and 12 fueling stations at 6 pumps under a detached canopy. The application notes that the facility is designed around two types of patrons, Retail/Food patron and Fuel patron. The plans further state that they have a focus of being a convenience store that has an outstanding food program which includes brand specific items such as chicken and pizza. "Fuel would still be an offering but would no longer be the primary focus."

As part of the conditional use application the site plan has undergone a traffic study with Canal Winchester and the City of Columbus. The traffic study provided with the application dated 5/2019 notes that the plans call for two access points on Trillium Ave and the intersection of Gender Road and Trillium Ave will be restricted to a left-in/right-in and right-out movements. Gender Road will also feature the addition of a northbound 200 foot deceleration lane leading onto Trillium Ave.

Staff is concerned that the site is proposed to have two access points onto Trillium Ave, with the first access point within 90 feet of Gender Road R/W featuring an oversized "right-in only" access drive at 25 feet wide. The second access point to the east features a larger 35 foot wide full access drive. Chapter 1185 of the zoning code requires a minimum of 150 feet between access drives and further restricts access drives to be a maximum of 25 feet wide.

Mr. Moore discussed that he proposed use for an Automobile Convenience Market is a conditional use of the zoning district. The applicant has failed to meet several applicable development standards of the zoning code with the proposed project. The site is being proposed with access drive spacing that does not meet the minimum 150 foot separation design standard. The proposed "right-in" access lane is less than 90 feet from Gender Road creating a safety concern. The site plan as proposed will adversely impact traffic access, traffic flow and other public facilities and services. Staff is concerned about the proximity of the access drive closest to Gender Road and how that relates to stopping distances from vehicles turning from Gender Road onto Trillium Ave.

Staff recommends that Conditional Use Application #CU-19-002 be denied as presented. The plans prepared by the applicant do not meet the applicable development standards for required minimum 150 foot access drive spacing or the 25 foot maximum access drives width. Access to and from the site is of the utmost importance to ensure that it is developed in a safe manner that does not negatively impact the public health, safety, general welfare by adversely impacting access and traffic flow for the surrounding properties and streets.

Mr. Donahue asked staff if the "pork chop" curb on Trillium Ave at Gender Road is part of the proposed Site Development Plan. Staff affirmed that the median is designed to restrict left hand turn movements to travel from Trillium southbound onto Gender Road. Staff also discussed that recently the

intersection and Gender and Winchester Pike has been upgraded to allow a dedicated left turn arrow from Winchester Pike to travel south on Gender Road.

Mr. Serna asked if the applicant has discussed signage to delineate the access to and from the site. Staff indicated that they have not at this stage and that is something that would be discussed during the Site Development Plan and after during Engineering review.

Mr. Wildenthaler asked staff if the applicants are aware of the access concerns. Staff discussed that the applicants are aware the separation will require a variance and the access drive width will also require a variance. Staff had previously asked the applicant to redesign the "right-in" access drive to restrict a left hand turn movement and those changes are reflected in this plan.

Mr. Haire indicated that what is driving the access design for this site is truck access. The width of the access drive is so a truck can enter the site and circulate around the building to exit. Mr. Moore added that the outline of the truck and its turn movement is illustrated on the south side of the building.

Mr. Donahue asked if both access points from Trillium are full access. Staff indicated that the western entry is supposed to be a right-in only. The eastern entry is full access.

Mr. Caulk commented that the western access may be able to be eliminated if the eastern access is widened. Staff indicated that from previous conversations with the applicant they do not have the ability to route the fuel truck around the canopy or between the canopy and the building to make the turn to exit.

Mr. Donahue asked staff if this application is going to require variances after the Conditional Use Application. Staff affirmed that regarding the access into the site alone there are several variance requests. Mr. Haire added that the applicant has produced a number of different layouts for this site and the layout shown for building location is the most preferred option that staff has run across.

The commission discussed various methods to reconfigure the access into the site.

Lee Beckman, Construction Manager for Back Suppliers discussed that they have constructed properties with similar access layouts in the past. One thing they have done to help with truck access with other sites is to increase the width of the public road to allow for trucks to have more room to turn in. The right-in only design for the first access point is to take into account the decrease in distance from Gender Road.

Mr. Beckman provided a brief introduction to Friendship Kitchen and noted that they are looking to grow within the Columbus market. The COTA site is a good site for their needs and fits within the context of the area.

Mr. Donahue asked the applicant how many times per week a fuel truck will be entering the site. The applicant indicated it depends on the fuel sales but between once a day, to once every two days. Other goods will be transported into the site as well for stocking the store. The brand used to focus on fuel sales but a few years ago the focus was shifted towards food. With the shift they increased the building size by approximately 2,000 sq. ft. to add a full kitchen.

Mr. Richey commented that generally food delivery and product delivery trucks are smaller than 60 foot fuel tanker trucks. Richey asked the applicant what the turning radius is for the fuel truck. Mr. Beckman stated he believes it is a 50 foot diameter. Richey suggested removing the eastern entry and shifting the western entry east to allow for a truck to enter and exit one access point. There are other ways to layout the site to get the access to work. Beckman added that the main focus is to separate truck traffic from pedestrian traffic.

Joe Massey with COTA and Patrick Miller with Robert Weiler Company discussed with the commission how they feel the proposed use is the best use for the site.

Mr. Christensen opened up the application for the Public Hearing.

A motion was made by Joe Donahue, seconded by Mike Vasko that this Public Hearing be closed.

The motion carried by the following vote:

Yes: 7 – Vasko, Richey, Christensen, Wildenthaler, Caulk, Donahue & Serna

Mr. Donahue asked if a Conditional Use request is about the proposed use only or other site related factors. Mr. Haire indicated that staff is not opposed to the proposed use on this site. There are just concerns on getting this use to work with an appropriate site plan that does not negatively affect the health, safety and general welfare of the traveling public. This site has had access challenges for this user from the beginning. The traffic study performed show that improvements are warranted and they are shown on the plans. However, that traffic study and site plan submitted for that study do not take into account local regulations for access and right now that is the sticking point of what is not being met.

The commission discussed in length various access design changes for Trillium Ave.

Mr. Richey commented that he is not opposed to the Conditional Use but traffic on Gender Road well exceeds the speed limit so they will speed onto Trillium Ave. into this site.

The Commission asked how long the deceleration lane was. Staff indicated it is 125 feet in length because Gender Road is posted as 35pmh.

Mr. Vasko commented he thinks that this use is appropriate for the site. The technical problems can be solved.

Mr. Richey added that the circulation appears to be a current problem. The applicant appears open to investigating other options. Mr. Haire suggested that the application be tabled so the applicants can explore different ingress/egress alternatives.

Mr. Donahue asked the commission if they were going to make a vote this evening. Mr. Haire discussed that the only issue with voting on the Conditional Use with access concerns is the Conditional Use approval is associated with the site plan proposed. Donahue asked why the layout determines if the use proposed is appropriate. Mr. Moore indicated that staff is concerned about the access associated with the proposed use. The applicants plans show variances are necessary to achieve the required access into the site to allow for a truck to turn into the site. These access variances pose a threat to the public by reducing the minimum 150 access drive spacing from Gender Road into this site. Mr. Haire clarified that due to a Conditional Use being associated with a site plan, there needs to be clarity in if the use will function property on the site as designed. A Conditional Use request can have conditions of approval that are associated with a specific user on a specific site.

Mr. Vasko asked what variances are needed for this application. Staff indicated a full set of plans have not been produced so it is unknown the total quantity at this time.

Mr. Vasko asked if a Conditional Use request with a site plan that requires variances effectively approves the future variance request. Staff indicated that the Variance request is separate from a Conditional Use request. Those two items are unrelated because a Variance is showing the property cannot be used in any manor without approving the variance, regardless of the user.

The commission further discussed access design changes to the site to accommodate truck traffic.

Randy Schafer representing the engineering team for the project asked the commission if the Municipal Engineer would review the access to the site not

the P&Z Commission. Staff discussed that the commission reviewed the plans for code compliance. Engineering comes at a later step after P&Z Approves the access points and any access related variances. Mr. Schaffer asked staff if the P&Z Commission is approving the two entrance locations and width of both access locations. Staff affirmed.

A motion was made by Brad Richey, seconded by Mark Caulk that Conditional Use Application #CU-19-002 be tabled so that the applicant can further review access into the site.

The motion carried by the following vote:

Yes: 7 – Vasko, Richey, Christensen, Wildenthaler, Caulk, Donahue & Serna

Old Business

Staff discussed that City Council upheld the P&Z Decision to Deny Conditional Use request and Variance request for Panda Express.

New Business

Adjournment

Time Out: 8:09 pm

A motion was made by Joe Donahue, seconded by Brad Richey, that this Meeting be adjourned.

The motion carried by the following vote:

Yes: 7 – Vasko, Richey, Christensen, Wildenthaler, Caulk, Donahue & Serna

Date

Bill Christensen - Chairman

Joe Donahue - Secretary