

Canal Winchester

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



Meeting Minutes

Monday, October 14, 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)

A motion was made by Joe Wildenthaler, seconded by Mike Vasko that Mark Caulk and Brad Richey be excused.

The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

Excused: 2 – Richey & Caulk

Approval of Minutes

September 9, 2019 Planning and Zoning Commission Meeting Minutes

A motion was made by Joe Wildenthaler, seconded by Mike Vasko, that the September 9, 2019 Minutes be approved.

The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

Public CommentPublic OathPublic Hearings**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 PID 184-003361. The applicant is requesting a Conditional Use from Section 1167.03(c) to allow for an automobile convenience market to be located on the subject property. Staff discussed that this application was tabled during the September Planning and Zoning meeting so that the applicant could re-evaluate access into the site based on comments during the meeting.

Staff discussed that the applicant has two additional site plans to take into consideration for the conditional use approval. Each site plan varies on the access onto Trillium Ave to show the commission there are opportunities to move things if needed. The first option keeps the right-in near Gender Road but tapers the curb cut and provides for a raised curb area so trucks can mount the curbing to complete the turn movements. The second option removes the right-in and increases the full access to 36 feet and routes trucks the opposite

direction around the site. While this layout is not ideal for truck turn movements it will work.

Mr. Wildenthaler asked staff if the site plan option 2 meets the access requirements from the city. Staff indicated that it removes the variance from minimum spacing from Gender Road but the access drive width exceeds the 25 foot maximum. The staff report that was prepared for the conditional use was mainly concerned about the spacing from Gender and the first access drive.

Mr. Donahue asked what the approximate width is for the access drive in Option 2. Staff indicated it is noted as 36 feet wide.

Mr. Vasko asked staff if they have changed their previous recommendation. Staff noted that the applicant has presented two options for the commission to review. Option 1 still creates a spacing issue from Gender Road. Option 2 would be the staff preferred option.

Mr. Vasko discussed his concerns with truck turn movements with Option 2.

Mr. Donahue asked staff if the applicant should be committing to either option 1 or 2 with the conditional use application. Staff indicated that they do not need to, however if either option is preferred by the commission it can be a condition of approval from an access perspective.

Mr. Wildenthaler asked staff if the fuel trucks can turn onto Winchester Pike and enter the site the same route they would exit. Staff indicated that would be a question for the applicant.

Lee Beckman with Beck Suppliers discussed the updates with the commission. Mr. Beckman discussed that they believe both options that were presented this evening meet the required 150 foot distance from Gender Road if you look at the plans from end-of-curb to end-of-curb as the bird flies or if you follow the radius from the deceleration land into the radius into the site. They could not find any standards in the zoning code how to measure that 150 foot distance.

Mr. Beckman discussed that the plans for Option 1 show the right-in with a raised curb section to allow for trucks to kick up the rear wheels on the curb to complete the tight turn. This is an ODOT design. Option 1 is also the preferred design for truck routing as it does not have the truck pass between the canopy and the traveling public at any time. Option 2 can work but it is not ideal from an end user.

Mr. Vasko asked the applicant if the dark bold line on the plans is what they are mentioning to be 165 feet for the turn radius. The applicant affirmed they

believe that is the appropriate way to measure the 150 separation requirement. The applicant affirmed that the traffic studies findings for the deceleration lane leading onto Trillium Ave makes perfect sense for this site.

Mr. Christensen asked the applicant about the comment to have trucks turn onto Winchester Pike and enter Trillium from the other direction. Mr. Beckman indicated that a right turn onto trillium is difficult due to the angle both roads intersect.

Mr. Beckman indicated that they also like the right turn lane into the site because it gets truck traffic off Trillium Ave as soon as possible rather than them possibly having to wait for someone to turn out of the site onto trillium.

Mr. Serna asked how wide the second entry is with Option 1. Mr. Beckman stated a 35 foot lane for in and out traffic.

Mr. Beckman stated that they are seeking the conditional use approval because this site is the best option for the proposed use. A medical building will not fit here and this type of development need the extra variances to get things to work property.

Randy Schafer representing the site contractor discussed the two site plan options with the commission.

Mr. Vasko asked the applicant how wide the right-in lane is with the addition of the concrete curbing. The applicant indicated 25 feet. Mr. Haire indicated this is the same design feature in the round about on Gender Road but with brick pavers.

Mr. Serna asked the applicant if the truck can clear the canopy with the right turn. The applicant affirmed.

Mr. Donahue confirmed with staff that after the Conditional Use application the next steps would be Variance requests and Site Development Plan. Staff affirmed.

Mr. Donahue discussed with the applicant that he believe either option works.

Mr. Donahue and Mr. Serna discussed that they prefer the truck routing with Option 1 more than Option 2.

A motion was made by Joe Donahue, seconded by Kevin Serna that CU-19-002 be approved as presented.

Mr. Vasko asked staff if they need to approve a specific site layout option that was presented. During the September meeting they were advised that approving the conditional use as presented was okaying the previous site plan. Mr. Haire indicated he would prefer if the commission including either option 1 or option 2 in the approval. Vasko asked staff if approving the options is approving the variance for access. Staff indicated it does not because the site plan has multiple variances associated with it besides the access.

Mr. Vasko clarified he prefers option 1 but does not want to commit to anything that needs a variance with this conditional use request.

Staff indicated that variances are not voted on during a Conditional Use application. Rather, general site characteristics that are tied to the owner can be determined. In this case the commission could determine to restrict the number of access drives with the Conditional Use approval if they chose to do so.

Mr. Donahue discussed that he feels if they tie them to a specific site layout option now it prohibits them from potentially working out other problems or challenges with the site in the future.

The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

VA-19-013

Property Owner: Canal Winchester Hotels, LLC

Applicant: Zach Kiser

Location: PID 184-003286 (2.28 acres located on the south side of Winchester Blvd.)

Request: Variance from Chapter 1199.03(c) to allow building elevations to be below the 80% natural material requirement, as required per the Commercial Development Standards.

Mr. Moore presented the application for Canal Winchester Hotels LLC for property located at 184-003286, 2.28 acres located on the south side of Winchester Blvd. The applicant is seeking variance approval from Chapter 1199.03(c) of the Commercial Development Standards to have the building be below the 80% natural material requirement. Staff indicated that the applicant previously applied for a variance in August to have the building be a collective 42% natural material and it was denied. The commission suggested the applicant revise the plans and come back through at a later date.

Staff presented the updated elevations to the commission and noted that the building is a collective 70.5% natural material comprised of brick and stone. The Eifs is in selected blocks for accents on either “wing” of the building.

The applicant has changed up the style of the building significantly from the previous submittal with the addition of more natural brick and removed the composite panels. Staff recommends that Variance VA-19-013 be approved as presented.

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

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

The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

A motion was made by Joe Wildenthaler, seconded by Kevin Serna that Variance Application VA-19-013 be approved as presented.

The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

VA-19-014

Property Owner: City of Canal Winchester

Applicant: Northpoint Development

Location: Southeast corner of Bixby and Rager Road (PID 184-003368, 184-003369, 181-000016, 181-000075, 181-000055, 184-000828, 184-000879 & 184-000954)

Request: Variance from Chapter 1185.03 to reduce the required minimum number of parking spaces.

Mr. Moore presented the application for Northpoint Development for the property located at the southeast corner of Bixby Road and Rager Road, consisting of parcels 184-003368, 184-003369, 181-000016, 181-000075, 181-000055, 184-000828, 184-000879 & 184-000954. The applicant is seeking a variance from Chapter 1185.03 of the zoning code to reduce the minimum number of parking spaces required for the warehouse building.

Staff discussed the proposed site plan calls for two access drives off Bixby Road. The access drive located at the center of the site is the primary entry/exit for all commercial traffic and the majority of the employee traffic. The second access located to the east will be off Old Bixby Road and will be for emergency and employee traffic only.

The applicant has the buildings segmented into two tenants per building. Each tenant space will have an office entry that anchors the corners of the facility. Employee parking is shown to the north and south of the site, closest to the

office areas. Chapter 1185 of the zoning code requires for a warehouse 1 parking space per 1,000 sq. ft. of building. The proposed site plan includes 871,200 sq. ft. of building, therefore 872 parking spaces. The applicants plans call for 650 parking spaces.

Staff discussed that the applicant feels literal interpretation of the parking requirements would create an excess of parking stalls that are not used. They do not feel that the reduction of parking will create any public health or safety concerns and that they are planning to develop the site in a manner that makes sense for the building users.

Staff recommends that the variance application VA-19-014 be approved as presented. The applicant is proposing to construct only the parking that is necessary for the intended operation. With the proposed layout of the site the applicant has the ability to reconfigure or add more parking if the need arises based on future tenant demands.

Mr. Donahue asked staff that if the parking becomes an issue in the future do they have a way to address it on site and add more parking. Staff discussed that the trailer parking could be converted to employee parking or they could park cars to the south in the floodplain.

Mr. Christensen asked the applicant if there was anything they would like to add to staff's presentation.

James Kraatz with Northpoint Development introduced himself to the commission and noted that they feel they have enough parking stalls for this site based on other industrial parks they have developed and they have the room to add more parking if needed.

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

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

The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

A motion was made by Mike Vasko, seconded by Joe Donahue that Variance Application #VA-19-014 be approved as presented.

The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

VA-19-015

Property Owner: City of Canal Winchester

Applicant: Northpoint Development

Location: Southeast corner of Bixby and Rager Road (PID 184-003368, 184-003369, 181-000016, 181-000075, 181-000055, 184-000828, 184-000879 & 184-000954)

Request: Variance from Chapter 1185.05(a) to increase the maximum 25 foot width for an access drive.

Mr. Moore presented the application for Northpoint Development for the property located at the southeast corner of Bixby Road and Rager Road, consisting of parcels 184-003368, 184-003369, 181-000016, 181-000075, 181-000055, 184-000828, 184-000879 & 184-000954. The applicant is seeking a variance from Chapter 1185.05(a) to increase the maximum 25 foot width for an access drive into the site.

The proposed site plan calls for the construction of two speculative warehouse buildings totaling 871,200 sq. ft. The site plan shows two access points into the site from Bixby Road. The first access point to the east is off Old Bixby Road stub which has been since relocated to line up with the intersection at Winchester Pike. The second access point is in the center of the site, approximately +/-450 feet away from the first. The center access point will be the primary access for all truck traffic and the majority of vehicular traffic.

The center access drive is proposed at 66 feet at the right-of-way line and features three, 12 foot lanes. There is a dedicated lane into the site, and a dedicated left turn and right turn lane out of the site. The access drive tapers down to 48 feet just past the right-of-way line. Truck traffic will be signed to turn right onto Bixby Road only while leaving the opportunity for employee traffic to turn left.

Staff discussed that the plans for the development show all internal access drives at thirty feet wide to accommodate the truck traffic. The applicant feels the oversizing of the internal access drives and the wider entry and Bixby Road will help traffic enter and exit the site in a safe manner. Bixby Road and Rager Road are within Franklin County jurisdiction. The site has limited the access points allowed. Granting this variance will not confer on the applicant any undue privilege. The access drive into the site is designed as a private street to allow for internal site traffic to flow and function with the mix of truck and employee automobiles. Because this drive serves the function of a private street rather than a site access drive, the wider width is justified.

Staff recommends that the variance application VA-19-015 be approved as presented. The applicant has laid out the access to the site in the best configuration to handle both employee and truck movements. With the existing

width of Bixby Road the applicant needs the additional width to allow for trucks to turn into the site without crossing over the center lane. With the added restriction in the number of access drives the applicant needs to design the primary access to handle both truck and employee needs.

Mr. Donahue asked staff where the second access point is located. Staff indicated it is to the far east of the site at the dead end portion of the cul-de-sac.

Mr. Donahue asked if there were to be any access points off Rager Road. Staff indicated there would be no access directly to Rager Road.

Mr. Donahue asked how far the two access are apart. Staff indicated over 450 feet and over 1,000 feet to Bixby Road.

Mr. Christensen asked the applicant if there was anything he would like to add.

James Kraatz with Northpoint Development indicated that the site will feature large trucks moving in and out of the site and the wider access drive will help accommodate that truck traffic.

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

Adjacent neighbor Jeff Bender discussed that he is concerned how the trucks and traffic will exit onto US 33. Traffic on 33 is so busy right now that a car can not turn let alone a long truck. Mr. Bender said he had lived on that property for the past 50 years and there have been a couple traffic deaths at Dills on the other side of US 33 and asked if ODOT has been contacted on what improvements they plan to do at that intersection.

Mr. Haire commented that the traffic study for the site indicated some 90% of the traffic will go back to Gender Road. Additionally, the center access drive will be signed for trucks to only make right hand turns onto Bixby to get them back at the traffic signal at Winchester Pike.

Mr. Bender discussed his concerns that ODOT had meetings 5 years ago or so about doing improvements at the intersection but they have not done anything moving forward to those plans.

Mr. Haire indicated that the Bixby road interchange was in this ODOT process called TRAC in 2010-2011 which put an order to the states major transportation improvement projects to be completed in 2018. When Gov. Kasich took office they moved the project from 2018 completion to 2032. The following year it went to 2036. After that it went off the list and is no longer on TRAC's list for

construction. Canal Winchester has had recent conversations with ODOT and state legislatures about the need for the interchange. With the recent increase in the gas tax there is a new funding source available. Mr. Haire commented that the interchange will benefit both north and south sides of Gender Road.

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

The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

A motion was made by Joe Wildenthaler, seconded by Kevin Serna that Variance Application #VA-19-015 be approved as presented.

The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

SDP-19-009

Property Owner: City of Canal Winchester

Applicant: Northpoint Development

Location: Southeast corner of Bixby and Rager Road (PID 184-003368, 184-003369, 181-000016, 181-000075, 181-000055, 184-000828, 184-000879 & 184-000954)

Request: Site Development Plan for two 435,600 sq. ft. speculative industrial warehouse buildings.

Mr. Moore presented the application for Northpoint Development for the property located at the southeast corner of Bixby Road and Rager Road, consisting of parcels 184-003368, 184-003369, 181-000016, 181-000075, 181-000055, 184-000828, 184-000879 & 184-000954. The applicant is seeking a Site Development Plan approval for two 435,600 sq. ft. speculative industrial warehouse buildings on the property.

The site plan shows two access points into the site from Bixby Road. The first access point to the east is off Old Bixby Road stub which has been since relocated to line up with the intersection at Winchester Pike. The second access point is in the center of the site, approximately +/-450 feet away from the first. The center access point will be the primary access for all truck traffic and the majority of vehicular traffic. The center access drive is proposed at 66 feet at the right-of-way line and features three, 12 foot lanes. This access drive tapers down to 48 feet just past the right-of-way. A traffic study has been prepared for the project and is currently being reviewed by the Franklin County Engineer on behalf of Madison Township.

The proposed employee parking area will accommodate 650 parking stalls in four (4) different locations. The trailer parking on site can accommodate 175 trailers.

The applicant is showing that with their landscape plan they will be installing parking lot screening along every parking area with a mix of different shrub species. With the plantings there are a proposed 111 trees to be planted within the parking areas and for screening on the east and west end of the site. The plans show that the parking lot is to be illuminated with 30 foot tall parking lot lights on 3 foot concrete foundations arranged throughout the site. All proposed fixtures are a shoebox LED with a cutoff type head. The parking lot lighting proposed meets Chapter 1185 requirements for illumination.

The City of Canal Winchester will be constructing a 12" water main and a sanitary force main from Jeff Wyler Chevrolet to the subject property along US 33 then up Rager Road. These public lines would terminate to the rear of the proposed buildings and private lines will loop throughout the site for service. The sites storm water is proposed to be handled within two large detention basins on site for all storm water runoff. The basins will have an outlet to the southeast into Georges Creek. Staff recommends that the applicant provide all necessary easements for the location of all the public utilities being constructed on the property as indicated by the Technical Review Group during the Engineering Construction Plan Review.

Based on the FEMA National Flood Hazard Layer, a large portion of the site is within the 1% annual flood zone with established elevations. The applicant has proposed to modify the site to raise the north end of the property for the proposed building pads and parking areas. The south end of the site is proposed to be cut to allow for the floodplain zone to be manipulated to move the flood storage away from the proposed buildings.

The applicant has provided color elevations for the proposed industrial buildings. Both buildings are proposed to be constructed of precast concrete panels with accent paneling around the building office entryways. All entry features include glass storefront systems. The building design shows three different colors creating prominent office entryways and breaking up the building massing with different forms of banding across the facade.

The City of Canal Winchester purchased the majority of this site in the beginning of 2019 to further promote industrial development within the city. Staff has worked with the applicant on the proposed site plan prior to

purchasing the site to make sure the project was a good fit. The plan creates two large box industrial warehouse buildings that further promote the economic stability to the community by providing an alternative industrial products that is not found within Canal Pointe. Staff recommends approval of the Site Development Plan application with the following conditions:

1. The applicant obtain a right-of-way access permit from the Franklin County Engineer.
2. The applicant comply with all recommendations from Franklin County Engineer in regard to required roadway improvements on adjacent roadways.
3. The applicant provide all necessary easements for the location of the public utilities being constructed on the property as indicated by the Technical Review Group during the Engineering Construction Plan Review.

Mr. Donahue asked staff to elaborate on the Traffic Study that is being reviewed by the county and how that relates to access. Mr. Haire indicated that the county is reviewing the traffic study now for the site and as of last week they had no comments. The results from the traffic study indicated there were no improvements necessary to Bixby or Rager Road.

Mr. Donahue asked if there was a similar process for the development of Canal Pointe and reviewing the traffic. Mr. Haire indicated that Canal Pointe is different because those roads were in Canal Winchester when that part was developed. The roads in front of this site are not. Donahue discussed his concerns about trucks accidentally turning left out of the site and going to Rager road or Bixby and 33 intersection. Mr. Haire indicated signage will be key for this development.

Mr. Donahue asked staff who maintains the road and what the width of the road is by the center access drive. Mr. Haire responded that Madison Township does the maintenance but he will have to get back to him on the width of the drive as he does not know it off hand.

Mr. Haire indicated that the city has met with Madison Township on at least two occasions to discuss this project specifically and their biggest request was to not have any traffic on Rager Road. The applicant has modified the plans to remove any traffic from Rager Road.

Mr. Christensen asked the applicant if he had anything he would like to add.

James Kraatz with Northpoint Development he had nothing to add beyond staffs presentation.

Mr. Christensen asked the applicant if they have any issues with staff's recommendations. The applicant indicated that they do not and they agree to the recommendations.

Mr. Vasko asked the applicant if they are willing to do anything more with the landscape plan. The applicant indicated that they can add more landscaping to the site.

Mr. Vasko spoke his concerns with the site plan to the applicant noting that like most warehouse plans it is very conventional and provides no imagination. The surrounding area is mostly undeveloped and this plan provides the minimum amount of planting necessary and has little visual interest or screening. Vasko suggested adding strategic landscaping to break apart the façade so the facility can look like something else and leave some imagination. Mr. Kraatz commented that they can add additional trees to the street frontage to increase the screening. Mr. Kraatz stated that is something that can be added as a condition of approval and they are comfortable with it.

Mr. Vasko affirmed that he would like to see a revised landscape plan.

Staff commented that there are 152 trees on the proposed landscape plan.

Mr. Kraatz asked Mr. Vasko if it would be acceptable to increase the road frontage landscaping. Mr. Vasko indicated he wants to see something more creative with the spacing of trees, clumps instead of a straight line. Kraatz agreed that they can improve on the landscape plan with groups of trees in masses and clumps to increase the visual interest.

Mr. Kraatz asked if the landscape revisions could be worked through with staff or need to come back to the commission. Mr. Vasko stated it can be worked through with staff.

Mr. Christensen opened up the application for public comment.

Jeff Bender asked the commission what type of landscaping is proposed against their house. A concern with the project is how close they will be to their home, the proposed landscaping, impacts from the lighting are all a

concern. Mr. Bender discussed his concern with Winchester Pike and its ability to handle additional traffic towards Gender Road.

Mr. Vasko asked staff if they could share with Mr. Bender the revised landscaping plans. Mr. Haire stated he would provide the resident a copy of the landscape plan this evening before he leaves.

Mr. Moore responded to the residents concerns indicating that the plant material was modified along the property line to include more evergreen trees and arborvitae and the lighting plan was amended to reduce the spillover on this property.

Mr. Vasko commented that he would like to be aware of the landscape plan changes.

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

The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

A motion was made by Mike Vasko, seconded by Joe Wildenthaler that Site Development Plan #SDP-19-009 be approved with the following conditions:

- 1. The applicant obtain a right-of-way access permit from the Franklin County Engineer.**
- 2. The applicant comply with all recommendations from Franklin County Engineer in regard to required roadway improvements on adjacent roadways.**
- 3. The applicant provide all necessary easements for the location of the public utilities being constructed on the property as indicated by the Technical Review Group during the Engineering Construction Plan Review.**
- 4. The applicant submit a new landscape plan to reflect changes suggested during the meeting, to be approved by staff and shared with P&Z Commission and the adjacent property owner.**

The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

Old Business

New Business

Adjournment

Time Out: 8:35 pm

A motion was made by Mike Vasko, seconded by Joe Wildenthaler, that this Meeting be adjourned. The motion carried by the following vote:

Yes: 5 – Vasko, Wildenthaler, Donahue, Serna & Christensen

Date

Bill Christensen - Chairman

Joe Donahue - Secretary