



MEETING MINUTES

Planning Commission

Tuesday, April 2, 2019

The meeting was called to order at 1:30 p.m.

Chair Julie Oyster asked for a moment of silence and the Pledge of Allegiance. Roll was taken, and the following members were present: Ms. Julie Oyster, Dr. John Dubos, Mr. Mike Linder Mr. Larry Titus and Mr. Jim Rauck. Others present: Kyle Rauch, Development Director; Kim Shields, Community Development Manager; Kendra Spergel, Development Planner; Jennifer Readler, Frost Brown Todd; Tami Kelly, Clerk of Council; Mr. Mike Boso, Chief Building Official; Laura Scott, Planning and Zoning Coordinator; Jennifer Stachler, Public Service Superintendent; and Mary Havener, Development Assistant.

Organizational Items:

Chair Oyster noted a quorum was present and asked for approval of the March 5, 2019 Planning Commission minutes. Mr. Titus moved that the minutes be approved. Mr. Linder seconded the motion, and the minutes were approved 5-0. Chair Oyster then asked for approval of the March 20, 2019 Special Planning Commission minutes. Mr. Titus moved that the minutes be approved. Mr. Rauck seconded the motion, and the minutes were approved by a vote of 3-0, with Mr. Linder and Dr. Dubos abstaining.

ITEM #1 – Bank of America – Development Plan

PID #201901300006

Ms. Spergel presented the Development Department's findings. She stated that the applicant is requesting approval of a development plan for the redevelopment of a bank building at 2336 Stringtown Road. This site was previously a First Merit Bank and has sat vacant since 2017. The site is proposed to be redeveloped into a branch for Bank of America, which will include a new 3,980 square foot building with an outdoor ATM and parking lot.

The application is tentatively on the City Council agenda for the April 15 meeting. The special use permit for the site was heard at the March 5 Planning Commission meeting and will also be on the agenda for the April 15 Council meeting.

The site currently has two access points onto the shared access drive with the Plaza Center Shopping Center located to the north. The existing southern private access point, nearest Stringtown Road, is proposed to be removed. This will push site access north away from Stringtown Road and will be accommodated through another existing private access. Circulation around the site will primarily be one-way, in a counterclockwise

direction with two-way circulation permitted only in the northern portion to access employee parking. The drive-thru is proposed on the east side of the building. Additionally a landscaped median is proposed between the shared access drive and site's parking lot to further separate the two areas.

Previously submitted plans for the Special Use Permit had drive-thru traffic wrapping around the northern portion of the building with traffic flow in a southerly direction which raised safety concerns with Planning Commission. The applicant has since updated the development plan to accommodate Planning Commission's stipulation and concerns.

The proposed redevelopment is located on two separate parcels. Staff is supportive of granting a deviation to the side parking lot setback as this is the site's current configuration and will not impact any of the adjacent sites.

The proposed building will be one-story and be 3,980 square feet in size. The building will be finished primarily in brick with a cast stone watertable. Large windows will be featured around the building with gray framing to complement the rest of the building. The building's front entrance is proposed to have white columns and glass door with gray framing. The ATM canopy will utilize the same brick on the building with the same cast stone waterable, but its roof fascia will be stucco matching the color of the cast stone.

No elevations were submitted of the dumpster enclosure, but this will need to be finished in the same brick as the building with stained, 100 percent opaque wood gates.

The surrounding area is mostly commercial with various banks including Key Bank and Heartland Bank, restaurants, retail, grocery stores, doctor's offices, and the future Stringtown Road Apartments to the north, making the proposed bank in character with the uses of the rest of the area. Additionally, the site is zoned as C-2 and banks are a permitted use in this zoning district.

The staff report states that the site is recommended to be Commercial Center in the GroveCity2050 Future Land Use and Character Map, but this needs to be corrected. The Map recommends this site be used as Mixed Use Employment Center instead. The proposed bank will still be meeting the land use recommendation of the GroveCity2050 plan, which lists office and commercial among its uses.

Therefore, after review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the development plan with the deviation and stipulation as noted in the Staff Report.

Mr. Brian Smallwood, Woolpert Engineers, was present to speak to the item. He stated that some concerns were identified related to the traffic circulation when the Special Use Permit was brought before Planning Commission at the March meeting, and they have been addressed. In regards to the elevations, they have worked with Staff to get those resolved as well.

Mr. Rauck asked if the two parcels that the property will be utilizing will need to be combined. Ms. Spergel stated that they would not need to be combined; they will only need the deviation that was recommended in the Staff Report. Mr. Rauck asked if they would have access to that site if something happened with the other parcel. Mr. Smallwood responded that Bank of America is not purchasing this property; they are leasing it from the current land owner who owns both parcels. Through their development agreements they have shared access across both parcels.

Mr. Rauck asked if during construction they could clean up the perimeter of the lots. Mr. Smallwood stated that the existing facility would be completely razed and the new development will have all new landscaping.

There being no additional questions or discussion, Mr. Linder moved to recommend approval of the Development Plan to City Council with the two (2) deviations and stipulations as noted in the Staff Report:

1. A deviation shall be granted from the parking lot side setback of Section 1136.06(b) from the central property line (separating parcels 040-004295 and 040-005698) to permit the parking lot to be located on two properties.
2. The dumpster enclosure shall be finished in the same brick as the building and have stained, 100 percent opaque wood gates.

Dr. Dubos seconded the motion and it was approved. 5-0.

ITEM #2 – Speedway #1231 – Development Plan

PID #201902270012

Ms. Spergel presented the Development Department's findings. She stated that the applicant is requesting approval of a development plan for the redevelopment of the Stringtown Road Speedway site. The site was originally developed as a gas station in the 1980s with its current configuration of the shop and canopy being attached and in a central location on the site. The site's car wash was constructed in 2008, and no changes are proposed for this building with the current application. The proposed redevelopment includes the demolition of the existing Speedway shop and fuel pump canopy.

The development plan is tentatively on the agenda for the April 15 City Council meeting. If it receives approval, it can then be moved forward onto the Site Improvement Plan and building permit reviews.

The site is proposed to be accessed from its three current access points, with the one access onto Stringtown Road and two others onto Marlane Drive. The existing northern full-access curb cut onto Marlane Drive will be replaced with a right-in / right-out access point. The southern drive-aisle, behind the proposed building and leading to the car wash is proposed to be setback between five feet and 14 feet from the south property line. Areas with a setback less than 10 feet are below the minimum required per code; however, the current drive aisle is setback between three to five feet from this property line and the redevelopment of the site will shift the parking lot further away from the southern property line. Staff is supportive of granting a deviation to the setback requirement, as it will allow for enough space for two-way circulation on the site and will increase the setback distance from existing conditions. Further, only a portion of the rear parking lot (approximately 140 feet in length) does not meet the required setback.

The new convenience store building and canopy are proposed to be separated, with the store moved further to the south and the canopy further to the north than the current buildings. The store will be approximately 4,600 square feet in size, larger than the current 3,300 square foot building. The proposed canopy will be re-oriented to parallel Stringtown Road and will cover approximately 8,700 square feet to accommodate 10 pumps, an increase from the current six pumps.

A drive aisle and row of parking spaces are proposed between the building and the canopy. Parking on the site is proposed on all sides of the convenience store, with a sidewalk around the building.

The proposed building will be one story and will be 4,608 square feet in size. It will be finished in brick with pitched roof utilizing dimensional shingles. A shingled parapet wall is proposed along the rear of the building to screen roof top mechanicals. The proposed elevations show some of the mechanicals higher than the roofline and the parapet will need to be extended higher to fully screen these.

The proposed canopy will have brick columns matching that of the building and a roof utilizing the same shingles as the building. The canopy's fascia will be white with gray striping and a red stripe proposed between the fascia and roofline.

The site is surrounded by a combination of uses including the Turkey Hill gas station, medical offices, restaurants, hotels, and multi-family residential. It is also adjacent to the I-71 and Stringtown Road

interchange. Staff believes that the continued use of the site as a gas station is in character with the mostly commercial usage of the area and provides a service to both Grove City residents and travelers on I-71.

The GroveCity2050 Future Land Use and Character Map recommends this site be used as Commercial Center. The commercial use of the site meets the primary recommended uses of this land use classification.

Therefore, after review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the development plan with the three deviations and stipulation as noted in the Staff Report.

Mr. Eric Boyd, CESO, Inc. was present to speak to the item. Dr. Dubos asked if there were any alternatives to the left turn out onto Stringtown Road given the difficulty with traffic. Ms. Shields responded that future plans for Stringtown Road show a medium going down the center of the road and when this is completed, a left-hand turn out would not be possible. This would redirect traffic onto Marlane and around to the signal on Gantz.

Mr. Rauck asked the width of the parking spaces on the perimeter of the building. Mr. Boyd responded that they were nine feet. Mr. Rauck asked if there would be a possibility to make them wider so they aren't so tight for larger vehicles. Ms. Spergel stated that they are proposing 38 spots and the minimum required is only 24, so they could possibly go wider. Mr. Boyd responded that currently customers are having difficulty in finding spaces to park. Consequently, they chose to increase the amount of spaces. Ms. Shields stated that the Commission could strike the stipulation for the deviation to the parking spaces if they would like the size increased and could stipulate that the spaces be 10 feet wide. If they do this, Staff would be supportive of the change. Mr. Rauck stated that he would like to add the stipulation that the parking spaces be increased to 10 feet wide. Mr. Boyd stated that he thought they could make that work.

There being no additional questions or discussion, Mr. Rauck moved to recommend the Development Plan to City Council with the first three (3) deviations and stipulation as noted in the Staff Report and amending the fourth:

1. A deviation shall be granted from Section 1136.06 to reduce the parking lot setback from the south property line from 10 feet to five (5) feet.
2. A deviation shall be granted from Section 1136.06 to reduce the parking lot setback from the east property line from 15 feet to 10 feet.
3. The height of the parapet wall shall be increased to fully screen all rooftop mechanicals.
4. The width of the parking spaces shall be increased to 10 feet wide.

Dr. Dubos seconded the motion and it was approved 5-0.

Having no additional items, Chair Oyster adjourned the meeting at 1:50 p.m.



Mary Havener, Secretary



Julie Oyster, Chair