



MINUTES

PLANNING COMMISSION THURSDAY, DECEMBER 6, 2018 6:00 PM

PLACE: COUNCIL CHAMBERS
7232 E. MAIN ST, REYNOLDSBURG, OH 43068

A. CALL TO ORDER

PRESENT: Cullinan, Zollars, Hicks, Bizjak, Furst
ABSENT:

2. APPROVAL OF MINUTES

1. Planning Commission – Regular Meeting – November 1, 2018

Minutes Stand Approved

3. APPROVAL OF AGENDA

Agenda stands approved

4. SWEARING IN OF SPEAKERS

Speakers for the evening sworn in by Mt. Zollars

B. PUBLIC COMMENT

None

C. NEW BUSINESS

1. 7107 E Main St; Application #2018-31; Applicant Yam Mishra (Sangam Grocery); Certificate of Appropriateness - Wall Sign

Ms. Wheeler: The first order of business is for a grocery store at 7107 E Main Street. The applicant is requesting Planning Commission approval to put up a 64 square foot wall sign. There is an existing wall sign there. This one is slightly larger but it is still within our allowable sign area. And just requesting approval since it's over 32 square feet. Happy to answer any questions and I believe the applicant is here as well.

Mr. Zollars: Is the applicant here? Is there anything you'd like to add to this? If you want if you want to come up front and so we can hear you and record it please. State your name and address if you would.

Mr. Mishra: My name is Yam. I'm sorry. I run a grocery store in 7107 East Main Street and been running for six months and due to some reason signboard which we used to was invisible. So we are planning to change the signboard which is a 16 foot long by 40 feet wide. I submitted the application to the city of Reynoldsburg and are waiting for the final approval.

Mr. Zollars: Thank you. Any questions or statements from the board?

Mr. Hicks: I'd just like to make a quick statement. Appreciate you opening up your business here in town. I guess I looked at the sign and I went back and kind of took a look at our code as far as what our design requirements are. I guess I'm just a little bit disappointed that the old sign that was there was a channel letter sign individual letters very nice lighted sign. This is basically a vinyl sign with vinyl graphics and much more affordable sign. And I guess that it's permitted underneath our code. But I would like to see a little bit nicer quality sign in these businesses coming down Main Street. You know the city's made a pretty substantial investment in the streetscape and Main Street. And I think our signage is really important. If you're following all the rules so you're not doing anything wrong. I just think that we should as part of our zoning code overhaul that we're considering next year. Sign standards for you know how the signs or what they're composed of which is important so that you know we continue to get high quality signs and street frontage along Main Street. So appreciate you coming in.

Mr. Zollars: Thank you Mr. Hicks anyone else on the board? I'd entertain a motion followed by a second for approval or not.

Mr. Bizjak: I move that we approve.

Mr. Cullinan: I'll second.

Mr. Zollars: Very good. We have a first of the second would you read the roll please.

Ms. Wheeler: Mr. Bizjak. Yes Mr. Cullinan. Yes. Mr. Hicks. Yes. Mr. Zollars. Yes.

RESULT:	APPROVED [UNANIMOUS]
AYES:	Cullinan, Zollars, Hicks, Bizjak, Furst

2. 2923-2973 and 2891-2913 Taylor Rd; Application #2018-3; Applicant Taylor Square Owner LLC (Starbucks); Major Site Plan

Mr. Zollars: Next item is 2923-2973 Taylor road. Whenever you're ready, staff.

Ms. Wheeler: Thank you Mr. Chairman. The applicant here this evening is requesting both major site plan approval and comprehensive sign plan approval this evening. This is for a new freestanding Starbucks that will be in the Taylor Square shopping center with a drive thru component to the project. With that I will turn it over to the applicant I believe they have more information to share.

Mr. Fraas: Emily, Just real quick. Are we going to discuss both at the same time or should we do a separate? Doesn't matter to me which way.

Mr. Hicks: We could just discuss them at the same time. Let's just do two motions.

Mr. Fraas: Thank you very much. My name is Charlie Fraas f.r.a.a.s at 250 Civic Center Drive Suite 500Columbus Ohio 54321. I work with CASTO so one of the owners of the

shopping center with me tonight is Brent Myers also with Casto. Andrew Gardner with Byrd & Ball pour civil engineer. Annslee Stevenson with Ford Associates architect and they're also going to talk a little bit. Not too much to say on this one. What we have found in a lot of our shopping centers is that because of the parking requirements that we're set out many years ago by usually tenants as much as the jurisdictions as the tenants requirements that we find that we have these extra areas that are really not being utilized. All they're doing is being used for purposes of birds hanging out and doing whatever so we. We had a conversation with Starbucks about some various places and they had mentioned a very strong interest of being in Reynoldsburg. We talked to our tenants to figure out how to get approvals to make sure that we would be able to do it. And we found this particular area of Taylor Square that we thought would make a lot of sense. So, it's a 2100 plus square foot restaurant coffee shop. With a drive through the drive thru we're gonna be coming back for BZBA approval for the conditional use in two weeks. The materials I'm going to let Annslee talk a little bit about that and also like to let Andrew talk a bit about the circulation but more importantly I'd like to answer any questions you may have about the application.

Ms. Stevenson: Hi I'm Annslee Stevenson from Ford Associates Architects. I need to say my address. It's fifteen hundred West First Avenue Columbus Ohio. You can see a sample of all the materials we're proposing for the building here. It's primarily a brick and drive up building. We are proposing a brick here which corresponds pretty closely to the brick that's already existing on the Taylor Square Shopping Center. We are proposing the grey that's in the top right corner for the drive up finish. There will be a limestone finish to be a pretty smooth drive up finish with a little bit of detailing on the top and control joints. We would propose a black fabric awnings on top of all the store fronts and a black metal awning at the drive thru and the entrance way. We are proposing a clear anodized finish for all of the store fronts and a little bit of black metal at the coping and hollow metal door that would also be in a black painted finish. That's pretty much our building.

Mr. Fraas: You just point out one thing the reason it's not can be the identical brick is because they've discontinued that brick. But we went to the brick.... Hamilton Parker and they've said they went out there and match the brick is close to the current brick. So that particular brick is no longer around.

Mr. Zollars: Thank you.

Mr. Gardner: Andrew Gardner from vertical engineering thirty five hundred Snouffer road suite 225 Columbus Ohio. I'm the civil engineer for the project just to give you a quick overview of the site. It's obviously an existing parking lot now with this development we are actually reducing the impervious area on the site so we're adding more green space to that corner, which is a good thing. We've located the building in such a way to avoid some pretty significant storm sewers that come through that corner while also trying to maximize the drive through. We've got a nine car stacked drive through. We also did you know consider you know circulation for that site. How's that drive through going to back up. We think this is the best configuration for it. It won't back up on any public streets. Both accesses from Taylor road are obviously restricted right in right out right there surrounding this parcel with these single access being further to the east and it already has a three hundred foot dedicated

left turn lane. So you know the road infrastructure out there is already in place. We felt for this use circulated on the site was set up to align with the existing parking lot and we feel it worked very well. Certainly answer any questions you have.

Mr. Zollars: Go ahead. You guys go ahead.

Mr. Fraas: Talk about the signs. You see the signing that we have there. Those are based off of you know they like to have their, what they call their siren, which is the round emblem. The materials are all listed on there. I'll be happy to answer any questions about those too. I wasn't quite sure. That was the only other topic since we're discussing as part of the other vote. I want to make sure that we address that.

Mr. Zollars: Any additional comments from the applicant? Howa bout from commission members. Yeah.

Mr. Hicks: I'd just like to make a few quick comments. I assume that the original shopping center was a part of some kind of planned development or within our commercial code there was some parking requirement and that this isn't going to affect that. And I also think it's a good use of space. I think we're realizing that the way we design centers back then that ninety nine percent of the time those parking spaces are not being used so I think that this is an appropriate use of space and that location is going to be visible from 256 there. I think the project looks fantastic. Appreciate you guys took some time to make sure that you're end up stacking space for the drive thru. I mean just common sense. Seeing other Starbucks, as fast as you guy dish out the coffee, folks are filling up the drive thru lane just as fast.

Mr. Fraas: I'll comment real quick on the drive thru. There's one thing I learned about Starbucks now has an app sort like Panera you can order ahead of time and pay ahead of time. So what they're seeing is a 10 percent reduction in their drive through because people go in and pick up their coffee so they don't wait they'll drive it but they still park. Right. So that's even something that they're adding. And my guess is that if that's something that's 10 percent today it could be 15 or 20.

Mr. Hicks: Think that's fantastic the development. Can we get in there and get my mocha frappe a latte thing, with cream.

Mr. Zollars: Thank you Mr. Hicks. Any other questions. Statements from the commission.

Mr. Bizjak: Chairman. Yes sir. I moved to prove the application point number two here.

Mr. Zollars: Well do one at a time. So we'll do.

Mr. Bizjak: That's what I want to do to make a motion for number three. Okay. You have a second for number two?

Mr. Furst: I'll Second.

Mr. Zollars: We have a first and second. Can we get the roll please?

RESULT:	APPROVED [UNANIMOUS]
AYES:	Cullinan, Zollars, Hicks, Bizjak, Furst

3. 2923-2973 and 2891-2913 Taylor Rd; Application #2018-32; Applicant Taylor Square Owner LLC (Starbucks); Certificate of Appropriateness - Comprehensive Sign Plan

Mr. Bizjak: I'm move that we approve point number three as well.

Mr. Zollars: Very good we have a first on number three. How about a second for number three.

Mr. Furst: I'll second.

Mr. Zollars: Can we get a role on that please?

RESULT:	APPROVED [UNANIMOUS]
AYES:	Cullinan, Zollars, Hicks, Bizjak, Furst

4. 1220-1222 Waggoner Rd; Application #2018-4; Applicant Metro Development LLC; Planned Development

Mr. Zollars: For number Four what we're going to do is through the normal procedures and then we will talk. Then we will take those that signed in to speak. We will address those one by one. We will limit public speaking to plus or minus three minutes. So plan accordingly. So with that staff if you would latest right in the number four.

Ms. Wheeler: All right. Our last item on the agenda for new business we have proposed zoning district change and order to the applicant like to construct a new multifamily residential complex and related site improvements. The site itself is three separate parcels 9.08 Acres and currently zoned a mix of both our R1 and AR2 multiple family resident's district. The request is to change the zoning to a plan neighborhood development district. With that I'm happy to answer any specific questions you may have you know the applicant is here as well and does have a presentation.

Mr. Zollars: Is applicant ready to present state your name and address for the record.

Mr. Thomas: Joe Thomas Metro development 470 Old Worthington road Westerville Ohio 43082. Chairman Board. Appreciate your time this evening. Thank you for inviting me back again to the city. I won't go into too much in great detail about this project. The interior or interior makeup of the units is something I believe you guys seen before in front of you on our Taylor road project. We have gone in contract on additional piece of ground here on Waggoner Road which is just north of Main Street. We are proposing to do a hundred twenty units located on the site. There is a mixture product along the front of the road itself. We have our two story product with the Untraditional apartment kind of look to it. Working with the city staff we decided to present this exterior product along Waggoner road as more of a

farmhouse look. We are going to do board and baton on the exterior of the building as well as a number of copulas. Dressed up the ends of the building with some cross button material as well as some additional board and baton. These buildings themselves will front Waggoner road and then wrap around the site and then the internal buildings within the site are three story. This sites a little challenging. It's necessarily built on, Probably extreme slope but however with the challenges we also had an ability to have a lot of green space on the external aspect of the rear property because we've put everything forward to Waggoner road we front of the building and so on Waggoner road, farmhouse style buildings. Like I said mission before long Waggoner road we have a community center roughly 4000 square feet internal to the community center itself will be a movie theater, exercise facilities, coffee bar most likely Starbucks now, also be an office space for the residents to use as far as they have computer access, printing machines, scan, and then the external the clubhouse there's a swimming pool, exterior a kitchen, there will be a fire pit as well as other open space on the premises. Will also be a dog park. We have committed to also to a trail in the rear of the community itself that will essentially go from the south property line to our north property line closer down towards the stream bed. So the mixture of the different product in this one we have a thirty six one bedroom units which are roughly six hundred seventy square feet we have eighty four two bedroom units which are nine hundred and forty square feet. 246 parking spaces and then those 30 spaces being closed garages. We do have a trash compactor which is centrally located which gives us the ability to control the litter that goes around the site with traditional dumpsters. I'm here for any questions you may have. The owners of the property are here, they'll be speaking I guess from the standpoint of the ownership of the property and their wishes and desires to have this put into our portfolio as far as the multifamily. Thank you.

Mr. Zollars: Mr. Thomas I got a question. Two things I was writing when you were talking the number of units three and number two bedroom again? Could you repeat that?

Mr. Thomas: For the breakdown on this site is 36 one bedroom 84 two bed.

Mr. Zollars: Thank you. Board questions comments?

Mr. Hicks: Could you walk us through a little bit as far as what you're doing to address traffic.

Mr. Thomas: We've committed to do and actually instead of the typical this side project an access study we've decided to do a complete traffic study itself. So we study not only our entry of our project but we also studied the main street and Waggoner road and we also studied the further the entrance to the north of this project is a large housing community directly to the north that we study the entrance of that location as part of our traffic impact. We are putting in a turn lane that will be into our community itself. We'll be able to be built within the existing right away and we'll allow access to and from our community northbound. There's no really complication on the northbound traffic going into our community but there will be a little stacking that we need to provide on the turn lane going south down a Waggoner road so traffic study has been submitted to the city engineer. I have yet to receive comments back about if it's approved or if we have additional comments on the traffic study.

Mr. Zollars: Let me interrupt you for a second there Mr. Thomas. When it was that submitted?

Mr. Thomas: Probably Close to a month ago.

Mr. Hicks: Mr. Thomas if you would, I know that the city is currently working on trying to make some improvements or applying for grants I guess for improvements along Waggoner road. What Discussions have you had with staff in regards to the timing of those improvements and this proposed project and then I'm going to end that, kind of getting to my point which would be. How do you plan to address any type of sidewalk or walkway or anything on Waggoner on your road frontage?

Mr. Thomas: As I stated earlier with discussions with the city staff. Original I guess from a site plan standpoint we had our buildings a little bit further back from Waggoner road with parking in front. So with that discussion the site visit with the staff members as well as OHM. We decided to basically bring the buildings forward on the wagon road put the farmhouse kind of design on the exterior of the building itself on the first three buildings that face Waggoner road as well as the North side of the property line. We also committed to a sidewalk along Waggoner road for pedestrian connection. We understand that the city wants to really have a large pedestrian connection to this area that draws pedestrian connectivity to the Main street corridor. So we thought that was a good position for this particular site in particular. Being that it's so close to the Main Street corridor to have that all tie in as well as the access to the rear of the property with the trail system. Assumption is that trail system ultimately connect city of Reynoldsburg north and south as far as the Main Street connection, as well as bringing additional pedestrian as well as bicycle traffic through the trail system down the Main Street business corridor as far as the restaurants and those kind of aspects.

Mr. Hicks: One more question. Walk us through a little bit on the architecture of the buildings it appears you kind of have two different building types there's the two story building that you're proposing up in the front. This farmhouse theme which looks very nice and you've also got a three story building. If you're looking at the site plan. Can we pull the site plan up? Which one of these buildings would be two story versus which ones of these would be the three story product?

Mr. Thomas: So the buildings that are on the left side of the screen which would be the three buildings there's two that are running parallel to Waggoner road and then there's one that runs perpendicular to Waggoner Road which is where the arrow is. Those are all two story and they have the one I mentioned before is the farmhouse Look with the board and baton and cross button as well as the cupola. And then the three buildings that are set back from Waggoner road they're internal to the site are all three story. So there's know total six building so half a three story which is in the back and in half is two story in the front. This site has a lot of topography. So essentially from the north side the site there's a church as well as a church parking lot that abuts our property line. So we felt you know with the character of the area to have our two stories along the road and then of course the three stories in the back what the grade in the topography kind of had that nice transition between the two types of

uses. And then there's a lot of buffering and screening from this property that would still be in place as far as natural material. There you see in green around the pond itself that is part of the open space that wraps around the storm drainage pond as well as our trail and then ultimately the creek and in the trailer park which is just to the west of the property.

Mr. Bizjak: Mr. Thomas just one question for you. Do you have any thoughts or comments on the feasibility of a northbound right turn lane into the complex? Because I know when folks are coming home from work and they're going north on Waggoner, traffic can get quite hairy. I'm just curious about that.

Mr. Thomas: Just from that analysis as far as our traffic study goes it's the turning movements is not necessary. However, you know if the city engineer feels it's necessary to further investigate that at that point we'll take that under consideration. It doesn't show any delay really from the standpoint of the traffic analysis. There's the delay of course is the southbound turn movement that's critical aspect of it. You know that drop lane, as you would call it, for the right hand turn lane that's going northbound. I know from standpoint but like I said if it's absolutely necessary that something will address as we get further along in the discussion with the city engineer.

Mr. Zollars: What was your thought behind changing the back three properties in the clubhouse different than the front three Why no uniformity?

Mr. Thomas: In our original discussion with the city staff. We originally discussed possibly three story throughout the community. This particular project they thought the better product of two story along Waggoner road as well as the architecture style Waggoner road was pretty critical to tying into to the historical downtown kind of vision that the city has for that area. So we thought you know a good compromise was to provide that two story product with the different types of architectural details as opposed to this is what we call our traditional building style that we have in the rear. So it was more of an aspect of coming to know some kind of a compromise between ourselves and the city at that time to provide the architecture that they need up front. However keep our traditional buildings in the rear.

Mr. Zollars: I'm not sure what the right word is the fine line from Wagner I mean you're gonna see the top of the buildings from Waggoner. They're gonna be buried by that front. I mean you have you done on that?

Mr. Thomas: Well with the aspect of the product and how the product laid out within the sightlines as far as Main Street. The two story buildings with your immediate sightlines they'll be of course the two story building as directly to the south as you come up Main Street. They'll be the community center which is you know the centers roughly about thirty four feet in itself. As far as know it has a large cupola on top. And of course a large deciduous trees that already exist here that we're keeping I believe the sightlines. The natural aspect and plus the buildings themselves will lend itself to not really a whole lot of external to internal views of the internal parts of the site it's more of a an internal external to the front buildings as well as the natural deciduous trees remaining in place.

Mr. Furst: Mr. Thomas demographically, can you talk about the kind of target market for these units?

Mr. Thomas: Our product is kind of a unique in the sense that it lends itself to young professionals as well as empty nesters. We have every unit on the first floor is what we call an accessible unit. So in the realm of fair housing it's called a type B unit. So it has all the wider doors. It has all essentially the handles the grab handles on the doors itself. It has all the appliances are accessible the thermostats and light switches are accessible. The circuit panels for the breaker panels assessable the turning radius in the bathrooms and the showers are what they call accessible but adaptable. Then we have also a number of type A units that are completely handicap accessible so it has your roll in showers. Has your roll under kitchen sink completely accessible appliances, your dishwashers assessable, your refrigerator, your range, and then it has all the grab bars and the higher toilet, and then the role and vanities in the bathrooms. That's the first floor units. Then like I mentioned it's helpful for us to target the empty nester and then of course the second third story doesn't mean it's like isolated just that age group. But we see a lot of you know employment here in the Reynoldsburg area that's been underserved for multi families so a lot of the multi-family housing the employee base is going elsewhere. Choosing the rent in Pickerington, Columbus outside the Reynoldsburg area. So we believe that this newer type of multi-family product will lend itself to capturing that audience that would traditionally look elsewhere because of the type of product that currently exists in Reynoldsburg. This is a newer fresher. The amenities in itself in the clubhouse, the exercise facilities, the game room, movie theater, the business office, and then of course the external swimming pool with the outdoor kitchen and the outdoor grill the gathering area, and then the dog park of course, and then trail system. So it's kind of a one stop shop as far as person comes home and had to go out to the athletic club to have the exercise facility as well as the swimming pool and entertainment areas. So probably average salary for one better is about forty thousand dollars an average combined salary for the two bedrooms about seventy five thousand dollars. Rents are from nine hundred to fourteen hundred dollars a month, depending on the amenity package. Each unit itself has an external patio or balcony area and of course you have quite a bit of natural from the tree standpoint in a creek along the backside of the building itself so lends itself to have a nice views of that area. So that's kind of it in a nutshell.

Mr. Furst: Thank you

Mr. Bowsher: I just wanted to talk a little bit. Just a real quick. When we when we met with Metro. We did take a walk. Myself and my staff we walked the property. We also went to a couple of the units that they are building right outside in New Albany. Took a look at some of their products. Their three story units are actually quite attractive, which is why we thought that it was good to continue to have some of those units. You can't actually really feel that their three story when you're up near them. And then of course the two story ones on the front that front Waggoner you know we discussed bringing those further closer to Waggoner road making it more accessible for walkability. Sort of. How attractive this site is compared to where old Reynoldsburg is or we're trying to make it more dense, and urban, and walkable, and sort of that destination. It lends itself really well except because of the landscaping and while its professional landscape. We saw that a fit really well with the

agrarian roots. Some of the architectural design from the Waggoner reserve project that was originally approved some several months back a little bit further up the road. We thought that there would be really great. There is a plan, we do have grants for OPWC grant money through the state of Ohio to widen Waggoner Road as well as put a multi-user path alongside that. We will find out at the beginning of next year and 2019 whether or not we are getting those funds we are continuously planning on widening and fixing some of the traffic congestion there on Waggoner road. We know we can't stop development. We don't want to continue to be stagnant in that aspect and we know we have stuff to do on the city side infrastructure wise as well as continuing to move the needle forward development wise. So we are taking a look at that. There is plenty of space in the right away on both this side of Waggoner road the east side as well as on the west side where existing units are there. So there is that availability. There's a 25 foot setback from these units. We thought that it merited really well especially if we were going to expand that and put the multi-use to use path along the East Side and makes it really attractive for those units to have a walking path go in. They also have agreed to make the walking path on the backside which we hope at one point we'll be able to fully build out connect pine quarry all the way through to the downtown. We do have the economic development grant from Franklin County which we're working on, which we are approved for. We have passed through and that would continue the trail system through old Reynolds burg into downtown. We're trying to bolster that connectivity to the Blacklick Creek Trail and really hone in on that destination. So they have agreed to really help us out and ways. And you know it's attractive for them to have that connectivity to the downtown. So we have thought about the traffic congestion, we have thought about different ways on making this property attractive to the area. So hopefully we have we have done that and that was just to throw that back.

Mr. Bizjak: And just one question for you Mr. Bowsher. If the city does not receive that grant money in terms of widening Waggoner road. Is Waggoner road still going to be widened regardless or is it contingent upon that?

Mr. Bowsher: It's not solely contingent upon that we are going to continue to go after funding for that, if not through OPWC grant, through some other form of whether bonding or continuously going after the grants one way or another it's going to get done in the coming years but by allowing us to have the grant money it's going to allow us to do it and 19 and 20.

Mr. Bizjak: Right now I'm just saying in terms of this complex and the widening of the road and how much of an impact this this complex will have on traffic I just want to put it all in scope and a timeline and everything like that making sure at least for me we're making a responsible decision for the affected people.

Mr. Hicks: With one follow up question as well. Is there any secondary access to the site? And you guys talked to the fire department is it the all clear regards to any type of secondary fire? They typically like to be able to make a loop and get out.

Mr. Thomas: I have not spoken directly with the fire department. We felt that was such a limited number of units that the entire site is under fire suppression that there would not be that additional need for that.

Mr. Hicks: All of your buildings are sprinkled?

Mr. Thomas: That's correct because every single unit has its own fire suppression so we felt that it gives them adequate time to respond.

Mr. Zollars: Very good. All right. We do have a number of people that want to speak from the audience if you will. Can we take a break and entertain some discussion. OK let's do that. All right. Now go down in order of signing in. Charles Wilson you're here? Okay. Thank you. Please limit your comments or statements to plus or minus three minutes.

Mr. Wilson: My name is Charles Wilson. 12224 woods fields circle e. Pickerington Ohio. I am one of the owners of the property but all the property is owned one way or another between myself, my two brothers, and my two sisters. All of which are over 60 years old. Some of us three of us are over 70. I own active glass and mirror and Reynoldsburg. It's a company I bought in 1994 it's presently run by my daughter. My other my two brothers own wheel sports in town. They've owned that for about 40 years. Including their original building in Pataskala and then in Reynoldsburg. We've been around for a while. My sister is retired school teacher in Coshocton and she taught music as well as her husband. My other sister Sharon Mills taught here in Reynoldsburg all her life until retirement. We own the properties all three properties. Five of us own five acres and three of us own the additional four and a quarter acres or so. Our parents bought that property in 1949 about 650 people in town and I think we knew every one of them. In 1950 the house was built by my father and my grandfather. All of us went through all twelve years of school here in Reynoldsburg. Except my older sister I think she went for a year in Columbus, but we've lived there for quite a while. Both properties are been rented for the last 10 years. My mother passed away in 2005. My father passed away in 1985. My mother had hung on as long as she could until she died and she mowed practically every day out there after she died we decide we need to sell a property. And by the time I got through the probate court in 2008 and 2009 what happened then the financial market went into turmoil. So that went on hold for many years. We see when we first moved there was nothing but pastures in front of the house. We had one neighbor Clark Oldham lived on our North Side and Ralph Harrison lived on our south side and there was nothing but pasture in the back of the property all the way to Quarry Park. In 1960 the Lutheran Church moved in beside us on a north as well as the trailer park along the Entire border on the east side. I believe around in the early 70s Oak Brook apartments moved across the street. So here we've been an island for 40 years out there I guess or so. It's time to move on. The property is not really suitable for residential use for because of the land size. And I've seen the plans from Metro for what they propose here and we are in full agreement that that's the way the property should go. And I hope it would be a I believe it to be a good asset to the city of Reynoldsburg with the valley down there it is so serene you can sit on the ridge up there that goes around half of it and your blood pressure will drop.

Mr. Zollars: You want to cut you off Mr. Wilson and we get a lot of people to talk. OK thank you appreciate questions. Thank you thank you thank you. Thank you Mr. Wilson. Lloyd Porter are you here? If you come up and say your name and address and give us your comments.

Mr. Porter: My name is Lloyd Porter 1335 Waggoner road across the street from the development proposed development. We live in Coronado Woods Association and the president is wintering in Florida and I'd like to use up his three minutes if I may because we have a couple of issues to deal with. One is traffic, Mr. Hicks reminded me of the third piece of traffic and that was pedestrians. We have a number of pedestrians from the two apartment complexes that already exist on the west side of Waggoner Road north of Coronado woods they track down the barrel of the road which is not much. Oftentimes walking in ditches. Some of them walk on the other side which is the proper way to walk on a two lane highway. It's frightening. Morning traffic and evening traffic from 6a.m. to 8:30a.m. The traffic from Main Street and Waggoner traffic light backs all the way up to what is termed the churches by the police department. From about Three o'clock till more like 630 quarter to seven. That same lineup exists. The evening rush hour. Adding apartments to this mix is going to be even more traffic than that. We have a difficult time getting out. If you look at the plan there the left side you'll see those two white roofs just south of that is our driveway that comes out Coronado Boulevard. And to get out into traffic at certain times a day is almost impossible because the southbound traffic will not allow us out. Till s good Christian person comes along and gives us the right away. The mention of widening the highway, it was brought up and from the plan it looks like there's not much room on the east side of Waggoner road for widening it looks like it's going to encroach into Coronado woods property in order to widen the road. There's a little bit of just the distance between the aerial views of Waggoner road at this proposed site, the aerial view. The satellite view the satellite view. That last one please. Nevertheless.

Mr. Zollars: Please be aware of the time Mr. Porter.

Mr. Porter: Yes sir you can see there's. The proposed development on the east side is going to be pretty close to the highway to the roadway and the west side is going to be encroached on and with the widening most likely. Final point we talked to the police department about the fact that road has a 25 mile an hour speed limit. Main Street is a 25 mile an hour speed limit. We have a 35 mile an hour speed limit. Traffic From the light at Main and Waggoner to what the police department called the churches which is Pias and the Lutheran Church. The average speed at the churches was somewhere in the neighborhood of the mid-50s. The highest clocked was 72 miles per hour. As you can see there's some hazard there with pedestrian traffic. Not much room thank you for your time. Thank you.

Mr. Zollars: Thank you Mr. Porter. All right. Brenda Roberts, alright. Your name and address if you would please be aware of the time. Thank you.

Ms. Roberts: I'm Brendan Roberts. I actually live at Oak Brook apartments directly across from this proposed building 7600 South Oak Brook and the gentleman that spoke before me said every point that I come to say is extremely dangerous there right now. With the pedestrian traffic which is most heaviest in that area from all the apartment complex coming down the traffic from church is unbelievable that is sometimes backed up almost all the way back up to broad street just waiting for people to get out of church. Coming from Graham Road across to Waggoner. People gun it there there's accidents there all the time. Just this

past week I had to call an accident right in front of our apartment complex. I've called on several accidents right there. People don't want to stop to slow down. They come gunning down that road. Motorcycles come gunning down that road all the time. I can't. I'm terrified of this. The apartments look beautiful I've no problem with apartments. I've lived a mine for 27 years and it's gradually gotten worse and I keep waiting for Reynoldsburg to do something about Waggoner road to put some sidewalks up there or to widen it. That gentleman said exactly what I want to say. Repeat that.

Mr. Zollars: Thank you very much. Okay. Amy DeNoncour. Forgive me for that one.

Ms. DeNoncour: I'm Amy. I live at 7600 South Oakbrook as well. One main concern I've a lot of concerns with it one of the main ones is the traffic. They said a lot of the stuff. I also talked to the police department. They had limited information but what they were able to give me compared to Rosehill and Taylor the main intersection Main and Waggoner has more accidents and those other intersections connecting Main and Broad Street. So it's like my mom said it's got a lot of accidents. Also there was a survey done by the by one of you like proposed building Commissions. They hired a company to survey 300 Reynoldsburg citizens about where they want us to go in the future. And most of them agreed that they one wanted to redo all of the existing empty lots for commercial so having the Starbucks there and stuff is great but they wanted more stuff in like the Big Lots area where the Kmart or old Kroger. They said that they didn't want as many in the neighborhoods. And that traffic flow is the main concern for most Reynoldsburg people. They also they also saw that as a ... They read them. Lots of research strategies for dealing with population growth had to do with those lots and not with building on new buildings. It was reiterated multiple times in that survey. Then as far as the traffic study I know that he did that. I was wondering if they did any other impact studies such as like Biological Studies and Environmental Studies. I already know we have traffic increasing from Broad Street as more and more gets built including the United Dairy Farmers getting built currently. There has... There was an increase in how many geese and other animals were killed already. I know we have an overpopulation of them but it was an exorbitant amount this year so that's a lot of land to be taking from the animals. I heard that there was a law about replanting trees that are over six inches wide if they get cut down for the ones already there. I was curious if he had a plan for that. For all the trees that are getting cut down that are over 6 inches since it's been since 1949. Probably some old trees. Also. In fact as far as the housing developments there was concern when I was reading about the Taylor road proposal that didn't pass in Council one of the people had brought it up and I don't know the law or anything but they brought up about how many units per acre were allowed. So I was also curious if that was to code and what it's like in where we could get this information and if it was public.

Mr. Zollars: Thank you for your time and comments. That was it on the people who signed in. I'm going to bring it back to the board for additional comments or the position statements.

Mr. Furst: Mr. Bowsher I realize this is not your area of expertise but do you know the plans for widening of Waggoner road. If there are proposed sidewalks.

Mr. Bowsher: Absolutely. That was exactly what I was gonna touch on. I'll try to touch on

pretty much everything that everyone had something to say about was we're all really great concerns and great questions that were brought up. Yes there will be sidewalks up and down Waggoner road to include when UDF came on the corner of Waggoner and broad we were already planning on a multi-user path down Waggoner road. In doing so we had them put in an eight foot wide sidewalk on Broad Street and Waggoner that would be for us to tie in. That was to help sort of the partnership of the private and the public dollars together. Metro has graciously decided to do the exact same. There is a very large right away along Waggoner road. More so than what a normal one would have. It's larger than Taylor out East. There is enough to widen that and add a multi-user path and sidewalks along with street lights and streetscape so there will be streets tree trees along that way. They have met the requirements for planting of new trees. We do require that we also require a landscape plan that will be part of the PGU process moving forward. As you can see they've professionally landscaped that and they've left a lot of the natural landscape on the as it plateaus down in the bottom to include a retention pond which will fit in nicely with the natural environment. I believe somebody brought up the comprehensive plan you were talking about. A lot of the redevelopment efforts. Absolutely. My department is absolutely targeting redevelopment of old sites to include the Kmart shopping center the old Kroger's as soon as the new Kroger's is built to include the big lots and some of the other dilapidated businesses along Main Street. Those are pretty much our prime goals but in doing so we also know that we also have to have infill development. This is a really great location for infill development because it's been built up around that area. The last thing that we want to do is put new housing out further east past Taylor road out in the summit and continue that goal. So we want to keep that for larger scale businesses like what's getting built out in Etna Township. But key areas like this are also in our repertoire to have infill development so we are targeting some of those areas so that does fit within the confines of the plan. Also if you if you've noticed MORPC came out with a study that the central area will grow by upwards of a million to a million and a half people by 2050. So we know we have to plan for that. We know that we have to get denser we have to make smarter decisions. And so instead of moving further out we want to redevelop a lot of the areas or infill develop a lot of those areas. This does conform to that and a degree but our prime objective are the three areas that I discussed earlier. Specifically Ode Reynoldsburg, Kmart, and big lots and old Kroger. So we are we are focusing in on that and we're continuously going forward that I believe that was kind of all the questions that were asked if there was anything else from the board. We are trying to hone in on all that but that was great. I appreciate all the questions.

Mr. Zollars: I would defer to someone to entertain this thought but I would suggest we wait until we see what the study traffic study comes back with. Maybe we could.

Mr. Bizjak: Personally in terms of speaking on that point I would personally support that and be willing to make that motion. I just think at this current moment in time with the infrastructure that we have I think it be an irresponsible to move this project forward. I think it's a very wonderful product. I'm personally not against this but with the infrastructure we have at this time I think we should just wait for the traffic study so with that in mind unless you got something.

Mr. Thomas: Metro development. You know I'm willing to make the commitment at the

city engineer believes that there's a commitment there that I need to make up and make that a condition of approval. We've been waiting for some time. As the property owners have mentioned getting up in age and I'd like to move this process along. We've been at this in September. So I understand that reluctantly I have submitted by traffic study if you're holding me hostage for a traffic study that the city engineers had for some time without comment. I feel that's a frustration on my part that someone else should have been required to respond to that because I've done my due diligence. The due diligence as far as my traffic study states that I have to do a turn lane. That's what I'm willing to commit to at this time. I know there's a traffic issue out there. There's a traffic issue at every everywhere that we deal with in central Ohio. However I wouldn't be here today if there wasn't a traffic issue. I want to go places that are popular if there's not an issue of traffic and I don't want be there. I apologize if that's not you know taking personally or taking you know in context but this is a popular area. We feel like you know we've looked at the site for about four years and we feel good infill site to tie into downtown Main Street. So I feel like I've done my part in a deal. I would hope that Reynoldsburg would have done their part and reviewed the study sooner and had their I guess their reply to you know essentially I've done more and I've asked for. The traffic impact study is not required in Reynoldsburg code. However I did one in a study multiple intersections.

Mr. Zollars: Thomas let me ask you another question then maybe turn over someone else if they have comments. I would greatly appreciate if you would consider or maybe make those other units look like the ones on Waggoner. One for consistency purpose and two to carry a theme so that doesn't, the perception is not. I'm picking. Pick your own words on this one. You this is the nice ones and I'm living in the not nice ones. Board and baton make them all look the same as pretty as ones on Waggoner.

Mr. Thomas: I can't make that commitment tonight. But you know if we are to continue for another meeting we have to make that commitment.

Mr. Zollars: Those are my two comments.

Mr. Hicks: Chairman I just have a couple of comments. I appreciate Mr. Thomas coming in and I think that we're hearing folks about traffic loud and clear continue. You know the city should continue all efforts for improvements along Waggoner including the grants. If we don't get the grants there's other options like TIF's and different things that we can do to improve Waggoner. I've said this before when it comes to multifamily I mean I'm a firm believer everybody needs a place to live and that this would be an appropriate site for multifamily it's around other multifamily assuming that there are improvements along Waggoner road. It's an opportunity for pedestrian access to downtown old Reynoldsburg that's you know improving and getting better every year. So I think this could be a step in the right direction. Some of my concerns are and I touched on this on other multifamily projects in town or the three story buildings those buildings would be up on a hill. I have some concern about the height of those buildings compared to other buildings around them. So my preference would be you know a two story product I think would work well even if that means you know an extra building but less open space. But they're all two story I think might work better for the site. Also I've got a few concerns about specifically building number

three. If I could draw the site in half. I think your layout and arrangement of the buildings on the southern half. Buildings one to the clubhouse, pool, garage, compactor location all those fantastic. Building three four five and six that things get a little bit less ideal. Feels a little bit like building three is kind of wedged in there. I know you're trying to maximize space and trying to fit the units on a site that's a challenge with the grade and you're trying to maintain the trees. I would like the applicant if you could to consider possibly orienting those buildings and a little bit different way maybe in more of a North/ South fashion to fit them in there. So that we don't have a circumstance like building 3 where it's kind of wedged in the front right in the corner of that property that is a highly visible side of the property and it just looks like you know its buildings really close to each other right in the corner. So it would be my preference if the applicant could take another 30 days here and review the site plan and see if there's anything I can do on the orientation of the buildings. Also I just would like to make the comment that you know in this last year we have worked to try to streamline the process here at the city that you've been working on this project for a while. These all take a long time but we have skipped a meeting process where we used to take this to city council and planning commission first and then a planning commission. So I think it's appropriate that if we spend more time with it here to get it so that we all feel really comfortable with it. I think it's got a lot better chance of getting through the process smoother at the end of the process going before city council. So those would be my comments to the applicant and I appreciate your time this evening.

Mr. Zollars: Anything else from the board?

Mr. Bowsher: I did want to just add one thing. The city in its recent goal to tif a lot of its commercial area in forethought of the potential of a site like this. It is a tif currently. It just recently became a tif. So it does help within the confines of the infrastructure purposes our city engineer has taken a look at this. Their comments were conclusive with the same as the engineer that did the study. They do require the turn lane that, Mr. Thomas had mentioned before but prior to that they know that they will be doing the project form the OPWC Grant for Waggoner road. So they knew that a lot of those concerns were going to be addressed within that study on that road. If and when we get those grants. Now that was that was a study and a project that is is ongoing. That was before any application for this property became and it will continue to do so. Waggoner Road and its congestion issues will be relieved hopefully sooner rather than later, but it is something on the surface director's radar and myself and we'll continue to make strides forward. The tif for this property will go a long way in doing so.

Mr. Zollars: Thank you. Nothing else from the board. Entertain a motion of some sort.

Mr. Hicks: Mr. Hicks. I move that we table.

Mr. Bizjak: I second.

Mr. Zollars: We have a first and second for tabling this applicant for 30 days. Can you call the roll please?

RESULT:	TABLED [4 TO 0]	Next: 1/3/2019 12:00 AM
AYES:	Zollars, Hicks, Bizjak, Furst	
ABSTAIN:	Cullinan	

D. OTHER BUSINESS

1. 2019 Meeting Dates

Mr. Zollars: Next on the agenda as other business. Number one is 2019 meeting dates. Staff, is that your lead on this one?

Me. Wheeler: We just wanted to discuss our 2019 meeting dates briefly. I just want to make sure that the same time and day works for everyone. I believe 2019. First Thursday of the month works for every month except for July which is July 4th. So we would move that to the second week, July 11th.

Mr. Bizjak: If I could comment on that. I have other obligations sometimes that running conflict with this that are in the community on the first Thursday of every month. I'm all right if the rest the commissions all right if we can move it to. Not to make this motion exclusively just for me. But if we can move it to like Monday or Friday or like the second Thursday or something like that it's just unfortunate the first Thursday of every month. I tend to have commitments build up that day and ask if it's all right if we move it.

Mr. Zollars: This works perfect for me. Mondays and Fridays will not work for me.

Mr. Furst: I have the same constraints so a second Thursday would be perfectly fine.

Mr. Cullinan: I think the different Thursday is fine but on Monday.

Mr. Zollars: Does the staff have any concerns? If you do just they don't have to change I'm perfectly fine on the record stand where we are.

Mr. Bowsher: It makes it extremely attractive to have something on the first week knowing that city is on the second and fourth weeks have those on offsetting weeks as well as our time to do the minutes and to get those in. So if all possible we'd like to stay on that same schedule except changing that one date that we had mentioned. But you know this is why we bring it up so we can have a discussion. So if there is a big push for us to do it I think for us it would have to be the third Thursday of the month instead of the first but we'd rather it stay well.

Mr. Zollars: Got a little a couple nods here. Unfortunately Mr. Bizjak, this seems to work from a huge majority.

Mr. Bizjak: Yeah. I get it.

Mr. Zollars: Okay we'll keep the meetings on First Thursdays for 2019. Six o'clock.

Mr. Hicks: Six o'clock still working fine. Yep.

Mr. Cullinan: I think it's better than we did later.

Mr. Zollars: Yeah. Okay let's make that happen. Staff if you would and you'll send us out.

2. Ordinance to Adopt the City of Reynoldsburg Comprehensive Plan

Mr. Zollars: Number two ordinance to adopt the City of Reynoldsburg comprehensive plan. What does that entail?

Mr. Bowsher: Yeah. So then the only other business we know we have the technically a first meeting with a joint meeting so to speak with city council. A month ago. I know that I had sent out late last night and some of you may have got this morning updates to some of the requests we had sent it out to OHM to do some of the fine tuning. Meat and potatoes so to speak are still the same. They've changed entertain some things. I think we've outlined that in the email and we'll make sure that we attach that to the portion of the minutes for this. But in doing so this is the next step. This is the approval of basically that the plan as it sets now to go to city council we will table it for the 10th for any sort of changes that you might have tonight in council and then a final adoption on the 17th. I would just remind everybody that this is a living document so the main portions of this are basically what set in stone. But as our city continues to move forward and evolve, so will the plan. Of course major changes to that plan will need to be brought to council and adopted and of course brought through planning commission. But minor changes will be done administratively with staff, myself, and my team. So this is basically to adopt the ordinance as it is written and as it was proposed to you and then moved forward back to council.

Mr. Zollars: Very good right. That takes us to the end. I'd like to wish everyone a Merry Christmas and we'll see everyone in 2019.

Mr. Hicks: We're going to make any motions or anything on this?

Mr. Zollars: Oh sorry I thought this was just information. Mr. Hicks?

Mr. Hicks: Well, I mean I think that the comprehensive plan is an incredibly important part of the city of Reynoldsburg modernizing a lot of the ways in which we do things in order to take advantage of the improving development climate in central Ohio. The meat and potatoes element of this is going to be next year when we're talking about what will effectually be a complete rezoning of the city. And that's that has a lot of legal implications. I think there's gonna be a lot of really concerns right. Concerned residents which there should be. There's gonna be a really big debate that I think needs to happen in the city and I think that if we spend a little bit more time on the comprehensive plan the comprehensive plan is what's supposed to kind of guide us through that process. You know we all need to be on the same page here that we're all in agreement that this is what we want to do from the 30,000 foot level. And then when the zoning code change happens that's what we've legally changed things to be. You know we changed land uses what's permitted in different areas of the city. I think that the current comprehensive plan still has some issues that I don't support right now. And I think that it's easier for us to address those on this plan than it would be to try to fight

about these at all when we could redo the zoning code. I think that there's just you know some practical things in here that that it's more form than function like the land use plan. That's the most important exhibit in the document is the land use plan and the version that's in that's in the document the land use plan the map you know that shows you what what's going where and how it still has things like the key that tells you which zone is what still obstructs part of the land that's behind the key. I mean, I think that is should be something that's on 1 by 17 fold out should be something that's bigger. Easy to read easier to find in the document. We should have. Yeah we should have a current land use plan in there so you can compare the two so that residents can really understand that this is talking about where we are and where we want to go when it comes to land use and then there's things like.

Mr. Zollars: Well can we take, I individual comments can we shoot to staff?

Mr. Hicks: I've sent my I've sent my comments to staff and I think they've worked to address some of these comments but I think there's some more of these that that haven't been addressed yet and they need to be addressed before we all approve this thing and move it on down the line. You know Glen Rest cemetery on the land use map is marked as medium density mixed use. You know that's the cemetery.

Unknown: Multiple people talking.

Mr. Hicks: Yeah. Yeah. We can't go through the whole thing tonight but. But I think that it's important that we get these details right. The city's paying a lot of money to do this comprehensive plan and I think we've got to hold everybody accountable that you know we've got to get this thing right before we push it across the finish line. The most important thing is that we do get it to the finish line. I'm all on board on that. But you know we can't. I'm not signing off on something that I think still has flaws, fairly significant flaws.

Mr. Zollars: We're waiting for a motion to approve?

Mr. Bowsher: We know that we wanted to wait until the 17th of pass final. That's why we are going to table it at city council on the 10th because we wanted to have everyone to have a chance to take a look at it. I know I sent it out to everyone. Hopefully you got a chance to download and take a look at it. I know it's kind of late notice but it's continuously working we've we were in talks with OHM and continuously and we're fine tuning some stuff so we know that it's not fully done yet.

Mr. Zollars: I've looked at Mr. Hicks comments that they are valid, very valid. As Far as it goes for a motion. Like I said I don't want to get in to 500 or 105 page document.

Mr. Bowsher: If you don't then it's going to pass on to the January 6th meeting which then bypasses the timeline that we had set forth within our steering committee for the 17th for adoption for city council.

Mr. Zollars: Can we work with staff on some of the finer details?

Mr. Hicks: Yeah I think we should work with staff on some of the finer details, but I'm not going to vote to approve for voted for a recommendation for approval to council tonight. I'm just I can't I'm not going to not going to pass it along to say I think this is good enough for council and then hope that we can get all these changes done. And I understand we have timelines and we want to get things done. But if we spend an extra 30 days here it could result in an extra 90 days or six months of you know talking about this stuff when we get to rewrite the zoning code. I really think you know it's better to have a better plan now than then just try to push this thing through and then realize that we actually had some flaws and there were some inconsistencies in the comprehensive plan.

Mr. Zollars: I'm looking for a motion to either approve or not. Are you making a motion Mr. Hicks?

Mr. Hicks: I make a motion that we table it and talk about it next week next meeting.

Mr. Bizjak: I'm thinking about those points I'll second it myself.

RESULT:	TABLED [3 TO 2]	Next: 12/13/2018 6:00 PM
AYES:	Hicks, Bizjak, Furst	
NAYS:	Cullinan, Zollars	

E. ADJOURNMENT

Chairman

Planning and Zoning Administrator