

**MINUTES**

**PLANNING COMMISSION  
THURSDAY, MAY 5, 2022 6:00 PM**

**PLACE: COUNCIL CHAMBERS  
7232 EAST MAIN STREET, REYNOLDSBURG, OH 43068**

**A. CALL TO ORDER**

PRESENT: Cullinan, Zollars, Furst, Benner, Alabi  
ABSENT:

**2. APPROVAL OF MINUTES**

1. Planning Commission – Regular Meeting – April 7, 2022

Minutes Stand Approved

**3. APPROVAL OF AGENDA**

Agenda Stands Approved

**4. SWEARING IN OF SPEAKERS**

Speakers for the evening sworn in by Mr. Zollars.

**B. PUBLIC COMMENT**

None

**C. UNFINISHED BUSINESS**

None

**D. NEW BUSINESS**

1. Application 2022-5119; Summit Road SW Parcel 107-018030 ; Amendment to a Development Plan; Applicant: Joe Ciminello

Ms. Ledbetter: The first application is for an amendment to a development plan for the East West development. This is the northern portion of the overall development that includes single family homes. The previous submittal was approved back in December and it did include multi-family homes, which, as you can see on the site plan shown have been taken out. So really, this is a result of issues that were identified during the engineering process. You can see that the proposed basins change. They were two large ones and now they're broken up into smaller to accommodate for those issues. Staff is supportive of the changes and I know that the applicant is here to speak tonight.

Mr. Ciminello: We were aware of the wetlands where we had the previous detention basins. At the final delineation we found they were high quality wetlands, which are very sensitive and costly to mitigate. We ended up eliminating the town homes and ended up with more open space and less units.

Mr. Furst: Can you summarize what has changed as far as the size of lots?

Mr. Ciminello: Originally we had 40-foot lots, and now they are all 50 - 55 foot lots. There's no change for the single-family lots. Along the boulevard, to the West, were townhomes. There we added a few single-family homes to replace the townhomes. We lost over 100 units with this change.

Mr. Furst: Are the homes of the same style throughout regardless of the lot size?

Mr. Ciminello: Depending on the market, some of them may be wider.

Mr. Furst: Do you have a walking path that connects to the sidewalks?

Ms. Ledbetter: We did have conversations this week about future improvements on Summit. The thought process is that hopefully in the next two to five years Summit Road will have improvements and that's when the walking path will be implemented. We can make this approval contingent on Mr. Ciminello giving us the right-of-way that is satisfactory to staff.

Mr. Ciminello: Whatever the city requires for the path and widening of Summit is noted on the final plat that we will dedicate the necessary right-of-way.

Ms. Alabi: Is the reduction of the roadway due to the reduction of the multi-family units?

Ms. Ledbetter: Where the multi-family homes were, this is just illustrating the shifting of roadway to accommodate for everything moving.

Mr. Furst: I move that we approve this application as submitted with the condition that the right-of-way be granted at the time of final engineering.

Mr. Benner: I'll second.

Ms. Ledbetter: Mr. Cullinan. Yes. Mr. Furst. Yes. Mr. Zollars. Yes. Ms. Alabi. Yes. Mr. Benner. Yes.

<b>RESULT:</b>	<b>APPROVED [UNANIMOUS]</b>
<b>AYES:</b>	Cullinan, Zollars, Furst, Benner, Alabi

2. Application 2022-5118; Summit Road SW Parcel 107-018030 ; Plat Modification; Applicant: Joe Ciminello

Ms. Ledbetter: This is just an amendment to the preliminary plat. It's the exact same issues with the major site plan. It's just that the plat also needs to be amended so that it can be recorded correctly with the county.

Mr. Benner: We're doing away with townhomes and adding more single-family. Are these the same builder?

Mr. Ciminello: I don't know yet, but probably.

Mr. Benner: I'll make a motion that we approve this on the condition that the right-of-way be granted to the city when the time comes.

Mr. Furst: I second.

Ms. Ledbetter: Mr. Cullinan. Yes. Mr. Furst. Yes. Mr. Zollars. Yes. Ms. Alabi. Yes. Mr. Benner. Yes.

<b>RESULT:</b>	<b>APPROVED [UNANIMOUS]</b>
<b>AYES:</b>	Cullinan, Zollars, Furst, Benner, Alabi

3. Application 2022-5116; 1402 Brice Road; Columbus Metropolitan Library Major Site Plan; Applicant: Columbus Metropolitan Board of Trustees

Ms. Ledbetter: This application is for the new library at 1402 Brice Road. What you're looking at is the proposed site plan, which includes around 6.2 acres. Overall, the property is in the Brice and Main Street Zoning District and the library is a permitted use in that district. The proposed development complies with section 1103.15 in terms of building height, lot coverage, and setback requirements. Staff is supportive of the proposed layout. The suggested building typology for the Institutional Flex Building encourages parking to be located to the rear and to the side of the building, which it is. This site plan does incorporate two curb cuts. One is used for enter and exit and the other is exit only. The applicant has met parking requirements, they are proposing 150 spaces. The required amount of spaces was 188, but they took advantage of the parking reduction standards that are relevant for the East and Brice Main Street District. So they are utilizing a 5% parking reduction for having designated spaces for electric cars. Another 10% reduction for having designated parking spaces for carpool vehicles, the extra 5% is for bike racks. So overall, that equals a 20% parking reduction, which gets them right to that 150 limit. They did submit a Landscape Concept plan, which meets code as far as perimeter landscaping goes, interior parking, landscaping and the materials being used on the facade meet the zoning material requirement of being natural materials. Staff is very supportive of the project and feels that it meets the intention of the Brice Main Street Zoning District.

Mr. Thompson: We are excited about this project to you on behalf of the Columbus Metropolitan Library. In addition to serving the function and vision of our client we also designed a building that would enhance and improve the site and community as a whole.

Mr. Furst: The staff report noted that you exit curb cut is 12 foot wide. I think our code requires 13 for emergency vehicles. If that needed to be widened, would you be amenable to that?

Mr. Baker: Yes, there are no issues widening that to 13 feet.

Mr. Furst: Is the book drop-off a drive-up type?

Mr. Baker: Yes, that is a new standard for CML that they are instituting in all their branches. That is what lead to the one way exit on the north side of the project.

Mr. Furst: With the traffic flow, do you plan to have signage or paint on the asphalt for directional flow of the traffic?

Mr. Baker: Yes.

Mr. Furst: In regards to the EV charging stations, are they going to be put in right away, at a later date, or are they just there for the sake of the drawings?

Mr. Baker: The intent is to install them later, bur we'll have the infrastructure built so they can be installed.

Mr. Furst: You have a number of lots right now. Will you be doing a lot combination?

Mr. Baker: If that is required, then yes, we will do a lot combination.

Mr. Furst: Would that be required under the code?

Ms. Ledbetter: It's cleaner, but not required. It's more of a preference, but up to you if you want to make is a condition of this approval.

Mr. Benner: When it's completed, are we going to have electric or parking spots, active and usable or sometime down the road?

Mr. Baker: Sometime down the road.

Mr. Benner: And were doing the discount on parking?

Ms. Ledbetter: The way the code reads is that it doesn't necessarily have to be a charging station. It's just a designated spot for electric cars. Same thing with the carpool. So technically, the way the code reads, that is, what is enforceable.

Mr. Benner: Okay

Ms. Alabi: I move to approve the plan as is.

Mr. Benner: I'll second.

Mr. Zollars: Roll call, please.

Ms. Ledbetter: Mr. Cullinan. Abstain. Mr. Furst. Yes. Mr. Zollars. Yes. Ms. Alabi. Yes. Mr. Benner. Yes.

<b>RESULT:</b>	<b>APPROVED [4 TO 0]</b>
<b>AYES:</b>	Zollars, Furst, Benner, Alabi
<b>ABSTAIN:</b>	Cullinan

4. Application 2022-5064; 6320 E Main Street; Zoning District Change; Applicant: Skilken Gold Real Estate Development Group

Ms. Ledbetter: The next application is an application for rezoning 6320 East Main Street. This application has had one read at City Council and it's now been referred to Planning Commission. The overall summary, there was no deep dive into the zoning here because obviously a lot of things change from the time of rezoning to the time of actual site plan. So their request is to rezone from the Brice and Main Street District to the Community Commercial District. And I know that the applicant is here to speak tonight.

Mr. Petrazello: I'm the president of development for SkilkenGold. Our address is 4270 Morse Road, Columbus, Ohio. With us tonight is Drew Laurent with Carpenter Marty Transportation. We were here last September and we heard very clear that if this board was going to consider anything in the way of Sheetz on this location that is had to comply with all the objectives for this part of town. There's many objections, but largely it has to do with walk ability, entrance on the street, addressing the road, addressing the corner and making it an urban asset. A specific part of this proposal is dedicating right-a-way to the city to allow Brice Road to line up properly and make it a safe environment. We purchased the property not too long ago, so we know its worth. That little bit of land is worth about a quarter of a million dollars. We are also willing to contribute to the improvements to the intersection. However, that can be fairly apportioned, were happy to have a discussion about that. The real issue revolves around the fact that in the current zoning, fuel stations are not allowed. The word fuel station is changing and we believe Sheetz is uniquely situated to future proof that issue. You see charging stations in areas that have a place to stay, due to needing to charge for 20 minutes. Sheetz is unique because it is a restaurant and seating for 30 people. There's something to do. Other fuel stations don't have that amenity and you don't have a reason to charge for 20 minutes there. So we believe this is an opportunity to build an urban Sheetz and provide for the future for electric cars. As the transition begins to electric cars Sheetz will be designation spaces to allow for that to happen. We have outdoor seating, indoor dining and a number of places out on Main Street and the rear of the building. (Applicant referenced the renderings regarding the building directions and placement of landscaping and umbrellas.) We believe this to be an urban restaurant that happens to sell fuel.

Mr. Zollars: What is your business designated as?

Mr. Petrazello: Sheetz grew out of food, it didn't grow out of fuel. Sheetz started as food and added fuel. Our traffic consultant looked at this and provided a study to the city. The only issue seems to be the curb cut on Main St. Currently there are no restrictions on that curb cut, but we anticipate that there will be some as that evolves. That restriction ill improve the pedestrian nature of the project. We are asking for your support to re-zone the property and build the project.

Mr. Benner: You are a restaurant that provides fuel. Do you have any locations that are just a restaurant that doesn't sell fuel?

Mr. Petrazello: We do not have any restaurants that do not have fuel.

Mr. Hensley: I'm with Sheetz. We do have I believe three left on college campuses.

Mr. Benner: But you aren't doing that anymore?

Mr. Hensley: No, we're not doing them anymore.

Mr. Furst: Can you talk about the specific aspects of the site plan that might differ from a typical Sheetz?

Mr. Petrazello: Yes, first off, this Sheetz doesn't have a drive thru. Sheetz throughout Central Ohio are building drive-thru in their establishments. That's not an urban use. Another element that everyone at Sheetz is looking for is parking all the way around. This site plan only has parking on two sides of the building so we can put the building out at the corner. The Main Street entrance is a real entrance that will serve as a pedestrian entrance to those walking on Main Street. We've also raised the height of the building to 22 feet, which is the height that is being looked for in the current zoning. We believe we comply with the requirements of both the CC and the existing zoning at the same time. Then there's a rather extensive patio on the front with stairs from Main up to the patio. It's a brick patio with brick walls. That's also not standard for Sheetz. This site also doesn't have as much parking as we normally have on a site, this is pretty much our minimum. We have eliminated the left turn in from Main Street. Also, the landscaping is more bountiful than many of the Sheetz in operation.

Mr. Hensley: I would add that we have shoved that fuel canopy probably 30 feet further north than we feel comfortable doing because that last fuel position is a pretty good hike to the store.

Mr. Furst: With past submissions I understand the visibility of the logo and signage is important. Do you anticipate having to ask for a variance for signage?

Mr. Petrazello: The renderings show a limited sign package. We would like to have a sign above our entrance, many times on the fuel canopy and then a ground monument sign.

Mr. Furst: Essentially this would not be able to meet the hardship requirement for a variance, if we were to grant this.

Mr. Petrazello: We're doing a lot of things here that Sheetz doesn't normally do because we feel strongly about this location.

Mr. Furst: There use to be a BP gas station directly south of this property. One of the reasons why we didn't include fuel stations in the Brice and Main District is because they had demonstrated a failure rate there. Do you feel the restaurant portion of your business is

enough to fund your business if the fuel was to go away and the electric charging becomes prevalent?

Mr. Petrazello: People come to Sheetz because of the food. You can get fuel anywhere. The big draw for Sheetz is the food. There is no concern about the fuel. Fuel was added as an amenity, not the reason to be.

Mr. Zollars: When you were evaluating this site what did you come up with as far as impacts on storm water, impacts on traffic? What's the yellow or red flags? What did you expect to have push back on?

Mr. Petrazello: More decoration on the building, more ins and outs, color changes, material changes, maybe more brick along Main St.

Mr. Zollars: More specifically storm, traffic, utilities?

Mr. Petrazello: For traffic we already got some responses and it seems our curb cut on Brice is fine. We're prepared as they come to adjust.

Mr. Cullinan: Further down on Main when the new Kroger and the bank were developed we tried to remove some of those curb cuts to create that alley behind. There's the existing drive easement to the east, was there any thought about trying to combine those curb cuts?

Mr. Petrazello: Yes, believe it or not in order to combine the drive and keep the rights to the other property owner we would have had to raise out site seven feet. That would have made a less inviting pedestrian environment out of the corner.

Mr. Cullinan: I figured there was a reason.

Mr. Petrazello: We are all for combining curb cuts, but after deliberation it wasn't feasible.

Mr. Cullinan: You mentioned the right in and right out. Are you amendable to that in Main Street?

Mr. Petrazello: I believe we will eventually be amendable to that. The traffic shows that the left in off Main is really the problem. The left out is less of a problem, but we're open to whatever we can work out with staff.

Ms. Ledbetter: I will add, there might be future road improvements that will make that left out impossible.

Mr. Furst: There are no contiguous properties here that are in the proposed zoning district you are proposing we rezone this to. The closest is about a quarter mile away. How is this not spot zoning?

Mr. Petrazello: My perception of spot zoning is to stick a dissimilar use into an area that's'

homogenous. It's like, I want to put a gas station at the corner of a housing area that is all residential. I ask to zone a corner that is a house today into commercial so I can put a gas station there. That is not the case here. This is a solidly a commercial corridor. The specifics of the way the zoning code is written has put us in this situation in terms of asking for this. We don't believe going from one commercial to another type of commercial is spot zoning because we don't find it to be a jarring contrast.

Mr. Furst: So you would contend that in terms of traffic and other concerned that this is relatively similar to another commercial use, given that was the primary intent of the Brice and Main Street District?

Mr. Petrazello: Correct. There are also existing fuel stations along the road.

Mr. Furst: Although they are all non-conforming.

Mr. Petrazello: Yeah, I appreciate that.

Mr. Furst: You've talked about the site plan and how you think it meets the intent of both zoning districts, but this is clearly not called for in our plan. In order for us to consider this for rezoning, it would have to be compatible to the Comprehensive Plan. Can you talk about how this is compatible with our intent for Brice and Main?

Mr. Petrazello: The Comprehensive Plan is not zoning specific.

Mr. Furst: No, but in section 1109.23G it does ask that we consider the compatibility of any rezoning to the intended use of the Comprehensive Plan.

Mr. Petrazello: I don't have it in front of me but my assumption is that it talks about commercial, it talks about pedestrian environment, and it talks about urban environment, that sort of thing. I doubt it says there should be no gas station in it. I would say, meeting all of the physical objectives that we're talking about would be consistent with the Comprehensive Plan and consistent with the objectives to the commercial corridor.

Ms. Alabi: I look at this parcel as a statement for the location and a benchmark for other properties. I don't think it meets a walkable environment, there's too many entrances and exits along Main St. I feel like the purpose of that district is to be more local. Have you thought about anything like that?

Mr. Petrazello: We are reducing the amount of traffic along Main St. by creating that right in and right out, which does help that. I don't know why it's not pedestrian as it addresses the street with an entrance, a place to sit, place to stop. You want to take a break? There's a place to do that. I guess, I'm not seeing that. I think that anything that goes here is going to want access to Main St. We also have to realize that this is a very small parcel and it's being made even smaller with the right-of-way issue and the realignment of the road. This is a very expensive piece of land and it requires a certain type of user to be able to afford that land. I don't know what uses are out there right now that could honestly afford this.

Mr. Furst: Maybe you could speak to that a little more because there's pretty extensive development plans immediately to the south of this parcel.

Mr. Petrazello: I understand that.

Mr. Furst: How is this contributing to the plan for the large mixed development across the road? That plan is meeting the intent of the Brice and Main district. How does your site not detract from what could be done by just bulldozing the existing building and building something that might be more harmonious with what's coming?

Mr. Petrazello: I don't know how it would detract. It is a place to eat, to go and purchase this or that. I believe they will want variety. We are building out to the road so it will create that street wall on both sides. In terms of another use for this property, if we wanted to put an office building that would be a different conversation. The problem is that office use is slim these days. So, there's not a need to build more office space. Also, the price of this piece of property would not support an office project. The building couldn't be very large because there has to be parking to support the office. I believe this is a singular opportunity where there's a use who can donate land, who can afford to donate land, and who can afford to build a project that meets the urban objectives of this area.

Mr. Benner: The city has done tremendous work in the last five years without Comprehensive Plan. We wrote a new zoning code. We've reviewed it three times now and made recommendations. The Sheetz on Broad Street that you proposed, it's a nice attractive building. It just doesn't fit here. I appreciate that you think it does with our Comprehensive Plan, but I don't believe it does. We are so close to bringing this area to what we want with that corner of Brice and Main. I have nothing against Sheetz or gas stations, but I just don't see how it fits.

Mr. Zollars: I just want to point out, standard industrial classification that might serve you well. If you can find out what that is on Sheetz, that's the official term of it.

Mr. Meyer: Based on the timing of this, we are not able to table this. You have to make a recommendation today.

There were procedural questions regarding the tabling on the application.

Mr. Petrazello: I would ask that we table the application, please.

Ms. Ledbetter: Mr. Cullinan. Yes. Mr. Furst. No. Mr. Zollars. Yes. Ms. Alabi. Yes. Mr. Benner. No.

<b>RESULT:</b>	<b>TABLED [3 TO 2]</b>	<b>Next: 7/7/2022 6:00 PM</b>
<b>AYES:</b>	Cullinan, Zollars, Alabi	
<b>NAYS:</b>	Furst, Benner	

E. OTHER BUSINESS

None.

F. ADJOURNMENT

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Chairman

\_\_\_\_\_  
Planning and Zoning Administrator