



MINUTES

PLANNING COMMISSION THURSDAY, MARCH 4, 2021 6:00 PM

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

A. CALL TO ORDER

PRESENT: Cullinan (Remote), Zollars (Remote), Hicks (Remote), Furst (Remote), Benner (Remote)
ABSENT:

2. APPROVAL OF MINUTES

1. Planning Commission – Regular Meeting – December 3, 2020

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 #2021-5020; 1220-1222 South Waggoner Road; Applicant JAS Builders, LLC; Major Site Plan (Wilson Ridge Townhomes)

Mr. Zollars: New businesses, one item application 2020- 5020. Staff sum this up for us, then we'll turn it over to for Questions and comments.

Ms. Wheeler: This first case is for 1220-1222 South Waggoner Road application number 2021-5020. This is in the suburban residential zone on three parcels. The applicant is requesting planning commission approval of a major site plan for the construction of a new residential development on approximately nine acre site. The project will consist of 80 town home units, and the development did receive conditional use approval at the last board of zoning and building appeals meeting on February 18th. With that, if the applicant wants to add anything or tell us more about the project please proceed.

Mr. Zollars: Yeah, whoever is speaking on behalf of the applicant, if you would state

your name and company and address that would be helpful, please.

Mr. Spagnola: Hey guys, this is John Spagnola with JAS Builders 257 Grove City Road, Slippery Rock Pa. Ed Moore is going to be giving the presentation for our company. He's the engineer that designed the plan with Bud Sheffler. I'm here also to answer any questions anyone may have. So I'll turn it over to Ed.

Mr. Moore: All right. I'll share my screen here. Can I get permission to share the screen? Awesome. Good evening, everybody. Thanks for your time tonight again my name is Ed Moore with Sheffler and Company 1712 Mount Nebo Road, Sewickley, Pennsylvania, 15143. For everyone who is new to the project, I'll give a quick overview some of the key points and then we'll just open it up for some discussion. The site itself is located on the eastern side of South Waggoner Road, just south of the Messiah Lutheran Church. Property itself is approximately nine acres and as mentioned, Zoned S.R. Suburban Residential. The current plan is shown in front of you proposes 80 town home units. There are three new streets into the development. Each street is planned to be privately owned. There are two access points on the South Waggoner and one to the church property to the north. All of the new streets will have sidewalks on both sides. We're also proposing an eight foot wide asphalt path trail along the front of the property, as well as at the back of the property running just on the eastern side of the detention base and up to the new cul-de-sac. As far as there'll be a small mailbox cluster at the cul-de-sac for all the residents to get their mail, there'll be no individual mailboxes, they'll all be in the cluster at the cul-de-sac. All the proposed development are outside of the existing floodway to the stream, to the southeast, I should say. There will also be a single central storm water management basin, will be used to control any increase in storm water runoff. See the new landscaping we're proposing on the perimeter of the project. While it's not final, we're still working on some of the details for that. But you can see the landscape that's proposed here. Each lot itself will have a dawn to dusk lamp post and there will be some lights at the intersection of the main roads as well for lighting. We do have some slides of the townhome units and what those will look like. I believe those were included in your packets when we made our submission. So I guess with that, unless, John, you have something to add, we can just open it up to questions from here.

Mr. Zollars: OK, Commissioners, Mr. Hicks do you want to go first?

Mr. Hicks: Thank you, Mr. Chairman. I appreciate that. I want to thank everyone here tonight. So I had a few questions, I was going to pull up my notes here. A few questions in regards to the plan, I think we have some technical things. In respect to the landscape plan, just reviewing what's being proposed in the landscape plan. I don't see any landscaping along Waggoner Road and I don't see any street trees along the interior private roads. Those are a little bit concerning. And then my third comment on the landscape plan is that it's basically just two species of red, maple and blue spruce or some sort of evergreen, but there's not like a variety of species. Just working in the industry, it just seems like I think we learn from some of the

blights of ash, some of those things and try to mix up the species of the different trees in them and the community so that if there's ever something that takes out one particular species, that the particular development wouldn't get kind of wiped out all the trees. So I think those were my comments on the landscape plan. I had a question in regard to the setback on Waggoner Road. Obviously, one of the biggest issues with folks that live on Waggoner Road is the traffic. The city has been taking the initiative to come up with a plan to be able to improve Waggoner Road over a number of years and multiple phases in order to address a lot of those problems. And I just want to make sure, because I don't see anything on the drawings that says what the setback is from whatever the new property line will be on that part of the parcel from Waggoner Road. So if you guys if anybody could address that, I would appreciate it just to make sure that it meets our code in regards to that would be a front yard setback.

Mr. Moore: Absolutely, we did review your guy's proposed Waggoner road expansion and did the design in accordance with that.

Mr. Hicks: So that'll probably involve the dedication of right of away in order to accommodate that. Whatever that new property line will be, your front property line, we would need to know what the front yard building set back would be.

Mr. Bowsher: Well, it's a little hard to sort of understand because we don't have the final engineering done currently right now, Mr. Hicks, so to understand sort of know where that is going to eventually be, you know, we're about a year away from being able to fully do that right now. With the current setback, it is in compliance to all zoning measures for front yard setbacks.

Mr. Hicks: I would just say to approve something that within a year we know is going to become a nonconforming issue. So, you know, that doesn't impact all the units. It's just probably three townhouse units along there, maybe, maybe just two. But I just want to make sure that's being addressed here. I'm not crazy about having two separate curb cuts. I think we've covered this on a different proposal and Planning Commission member Benner and I have discussed this just having two different curb cuts along Waggoner road and both of them being full access. I don't even think the last one that we had was full access. And that kind of ties into the traffic study. Well, the traffic letter that we received that didn't calculate the number of trips. Seeing enough of these calculations and the traffic study trips, my only comment would be it appears based upon the number of units that your unit count be below what's going to be required for a traffic access study for city use requirements. All the other submissions that we've had before this, there were actual counts still provided for that. So I didn't see those, unless I missed those. I would like you to also please address that. And then my final comment would just be building elevation's specifically side elevations. I believe we got some side elevations and I think their expectation would be that there would be some upgraded elevations for the buildings that face Waggoner. Those are obviously very close to Waggoner Road, very visible and as of right now, have absolutely no landscaping in front of

them. And we would want to see that those would be high quality in order to ensure that they look nice on Waggoner Road. So those are all of my comments trying to be as concise as possible and that will be it. Thank you, Mr. Chairman.

Mr. Zollars: Thanks, Mr. Hicks. I have a question. So on this screen we're looking at and I don't remember the name of the road that would be you turn left at the church and go down the hill. You know what road I'm talking about? I can't remember the name of it. Where is that on here? Is that like just past the red line on the top left corner? Is that the drive, that road going down that hill there? Yeah, right, right over to your left across Waggoner.

Mr. Bowsher: Mr. Zollars, what you're talking about is a private drive that's here for the church. So this line that goes up, that's shown on their plans as conceptual. I believe the mayor and myself got information from the church that said they do not want to have the connectivity that's to the north up there. So this was addressed in the BZBA meeting as well as what if the connectivity could not be made, then the adjustment in engineering would be that they would just have a couple of parking spots up there and it would just be a stub off there to allow for those unions to have access to the other residential streets, but not a connection point from one parcel to the next. If you're talking about what's over to the West Side, that's just a private drive into a condominium and apartment complex.

Mr. Zollars: Right, OK. But further north, the development, the housing development on the west side, down the hill, that driveway. Where I'm going with this is there's going to be driveways entering and exiting Waggoner. And then we're adding two more curb cuts on Waggoner. Is the county and everyone that's going to do the Waggoner road redevelopment going to play to this card or we're going to get ourselves in trouble because we don't know what that Waggoner road correction is going to be?

Mr. Bowsher: Well, so as far as the Waggoner road *inaudible* so and if you're talking about lane width we discussed this in BZBA. So they're not going to be building the multiuse trail because we don't want to have them put something in that we're going to tear up just like we did with MI. They will be giving us the dollar amount that would be placed in improving said improvements. And when we go and do Waggoner Road, we would put that in. So there was a total amount that we worked with MI. I will also work with this developer as well at the same time. There's ample enough room on both sides, basically from Priestly, south. There's actually a lot more right away and less coordination than what we'll have to do Priestly to broad. So there is ample space that's here. In fact, there's already existing right away for us to redo the entire road and expand it to where we need to. The problem in lies with us having to expand to bring in the multiuse trail on the east side and the sidewalk on the west side. So that is where our additional right away ask will be coming from to make sure that we're providing those pedestrian amenities that we have heard and listened to the residents here on Waggoner Road time and time again say that is needed for the safety concerns and we absolutely agree. So it's a

must, but that's where those right away adjustments are coming from.

Mr. Furst: Gentleman just to speak to as well, because I was at the BZBA meeting, the developer has agreed to a zero dollar grant additional right away if it's necessary to make those Waggoner Road improvements. But also, Mr. Bowsher kind of dovetailing with Mr. Hicks point about the landscaping, is it outside of the question that we could maybe get the city to commit to planting some trees, at least along the Waggoner Road when you do those developments? Because that's typically kind of how that road is landscaped.

Mr. Bowsher: I think that's a fair point. I think also discussing that with the developer today on if they're willing to add additional landscaping, sort of buffer for that.

Mr. Furst: Well, I wouldn't want to. The problem is, I wouldn't want to plant trees once again, like the path you'd have to tear up to widen the road.

Mr. Bowsher: No, I totally agree. I guess what I was getting towards is, number one, which it doesn't look like they have a lot there. So if we're asking them to put that there, that's fine. Then we'll work with them to come up with a dollar amount. So that could be planted there after those road improvements were done.

Mr. Zollars: Mr. Benner, do you have any questions?

Mr. Benner: I do very quickly. Mr. Hicks mentioned the traffic count that he did not see, and I too didn't see it. I see a letter saying the information has been attached to this letter, but the information wasn't provided in the packet, or at least I didn't see it. Do we have any further idea of when that count was done?

Mr. Furst: Yeah, that was pre pandemic ODOT data. It was in the BZBA packet actually. I think max trip count was 280.

Mr. Benner: Is there an opportunity for us to get that attachment? Does anybody have it?

Mr. Spagnola Ed if you have access to that can you share on the screen, please?

Mr. Moore: I can check, I don't think I do. I know it was a one page document that we submitted, but I don't think I have it here where I could share the screen. I think we submitted it during the original submission.

Mr. Bowsher: Emily, do you have it?

Ms. Wheeler: I'm looking for it. I guess we could pull it from the BZBA packet and share from there.

Mr. Bowsher: It also should be known to and I think Mr. Hicks had asked for it an

email earlier this week, but this developer also utilize the traffic counts for the pre covid apartment complex that was denied on this site a couple of years back with obviously significant more trip counts with significant more units. So that was factored into their decision making when drafting their analysis.

Mr. Zollars: While we're looking for that, can someone tell me the height of these buildings?

Mr. Sheffler: Tom, I believe you're on here, right?

Mr. Carmody: Yeah, I don't know. I'd have to confirm that. I don't know right offhand.

Mr. Brown: Yeah, this is Jason with Ryan Homes. I will try to dive into that exact dimension.

Mr. Moore: I do know that they're; I know the reason you ask that question. I do know that we proposed this same building at Rosehill and they are under the height requirement for Reynoldsburg.

Mr. Zollars: Ok, that's what I was wondering for.

Mr. Sheffler: I found the trip count sheet. I'll try and either share my screen or e-mail. Ed, I'll e-mail it to you. You can share your screen.

Mr. Moore: These are just the basic, I guess, basic counts that we, we actually received this from traffic engineer we normally work with. It was basically you plug in the number of units and it spits out some of these trip counts.

Mr. Benner: So this is kind of a cut and paste thing, it doesn't have anything to do with the actual traffic on Waggoner Road.

Mr. Moore: Yeah, we didn't do actual counts to come up with this equation these numbers.

Mr. Benner: I don't think that anyone who lives anywhere near here doesn't expect that this is going to be a traffic problem. Whether the cookie cutter chip counts, regardless of what they say. I actually live here and see it every day. And traffic backs up on Waggoner Road North. Almost all the way to the not to church north of you, but another church about another half mile up. So traffic is a concern.

Mr. Spagnola Mr. Benner, we did also review a traffic study done by the apartment complex that was potentially going to go in here a few years ago, and our trip counts were going to be significantly less than that. Also it did not go over the peak or whatever it was to get the access study. It says Aliana on here, I apologize. It's my daughter's Zoom thing. I couldn't figure out how to change it.

Mr. Zollars: Good question, Mr. Benner. Mr. Hicks, you have anything else other than you said you had landscaping, you have other questions?

Mr. Hicks: Well, I mean, just to close out traffic. I just want to make sure that these calculations and I've seen how this calculation is done before. It's based on the land use type. So this is a specific housing type and it's got a specific value so that's how they calculate that. The city, my understanding has requirements in regards to how many trips you're going to create, kind of determines how much of an in depth of a traffic study you have to perform. And it appears that Mr. Bowsher, anybody wants to chime in, case on off here it appears that these number of trips are going to be low enough there would not warrant a traffic access study or like a full blown traffic study, regional traffic study. So I just want to make sure that this information is being added to the record as part of this submission, so that everybody's aware that this work has been performed and that it's been addressed. The landscaping thing. You know, I think it's appropriate, especially with the character of the houses along Waggoner Road, Waggoner Road is for better, for worse, sort of a rural feeling road with a significant amount of landscaping and trees on either side of it. And I think as folks are coming out of the downtown or old Reynoldsburg area, that we need to start addressing that. This is the first property that I think it would be very appropriate to have trees along Waggoner road. So I think it kind of gets to the root of some of my questions or just our concerns. I would say, about the submittal is that you effectively have three full access curb cuts, assuming that you're able to obtain permission from the church to the north and the proximity of the units to Waggoner Road and then the lack of landscaping along Waggoner road and then the architecture along Waggoner Road. I think in order to get my support for this particular site plan, I think those things need to be addressed. So just to reiterate, I think traffic it seems like you've done the calculations, but I don't know if that necessarily warrants three full access curb cuts along that road. I don't know if that's comprehensively helping address our problems in regards to the traffic that everybody lives up and down that road has to deal with.

Mr. Furst: Mr. Bowsher, you did say that the mayor had reached out to the church and they would not be making that connection to the church property, is that correct?

Mr. Bowsher: Correct.

Mr. Spagnola So what we'll do there is turn that into like a little hammerhead area with some parking stalls, we just put that on there on the original rendering prior to us getting any information back from the church.

Mr. Cullinan: I guess, with that regard, how does the fire department feel with one access?

Mr. Bowsher: There would still be two accesses. It just wouldn't be the third.

Mr. Cullinan: So there be the two very close together accesses on Waggoner Road.

Mr. Bowsher: And then not the one up to the north up into the private drive.

Mr. Zollars: What is on units twenty four, five, six and seven, what's that? Is that all green space between the back of those building? Or I guess. What would that be? I don't know what's twenty seven, twenty fourth or twenty seven facing Waggoner. Would that be the back of the building?

Mr. Moore: These units right here, right?

Mr. Zollars: That's all grass.

Mr. Moore: That's correct. Yes.

Mr. Zollars: OK. Is that just grass or are you going to do any anything special in there? Any dog park or anything at all?

Mr. Bowsher: That's a pretty good sizable slope that's there. It's kind of already exist now. So those will be kind of sitting up on a hill. So those trees, probably when they come in, there's probably going to be a lot of visibility there. So doing some sort of park like amenity outside of grass would probably be kind of difficult with that slope. Actually at the site and the reason why it's laid out this way and why we had that apartment complex that came in, because this is a challenging site. Obviously the storm water management area from walking through the site, it sits all the way down very low grade. You can see the trail that they had on sort of the back end. It's got to take a pretty decent grade that's down there. They're keeping that where it is. So the homes will be on a similar grade, pretty flattened even and build up sort of on a plateau. And then it kind of meanders back down towards Waggoner Road. So a lot of this really won't even be seen from the road.

Mr. Zollars: OK, thanks.

Mr. Furst: To Mr. Hicks concerns about the landscaping. John, would you be amenable to working with the city about coming to some sort of solution about finding some trees along Waggoner Road?

Mr. Spagnola: We will. We definitely will. What we proposed here was just a proposed landscaping plan. When we go through engineering, we'll tweak this up and we'll add some landscaping along Waggoner Road.

Mr. Sheffler: And whatever proposed landscaping we come up with, obviously, Andrew, we can talk about the fee in lieu of and, you know, work with your construction schedule.

Mr. Bowsher: Of course. I mean, once we get fully into the engineering and you

understand sort of those costs, the same thing that we did with MI during their process came up with a fee structure, we would just make sure that would be equivalent. Obviously that was based on some of their linear footage on Waggoner Road. You'll obviously have significantly less. Obviously, their development is three hundred fifty four homes and you're 80. So it kind of goes into the calculation.

Mr. Zollars: I have a question, one of the things that Mr. Hicks addressed was the front look of the Waggoner Road facing properties. Any early thoughts from the developer on what to do to modify, enhance that a little bit?

Mr. Spagnola You're getting the landscaping package.

Mr. Zollars: No. Steven what word did you use?

Mr. Hicks: The building elevation's. I think we had a supplemental email that came through with some additional building elevations, but exactly, you know, which elevation would be applicable to that area wasn't clear. And there certainly a lot of variety. I'd hate to see an essentially a three story wall of vinyl all along Waggoner road. And I'm there's some different options that you guys have in regards to facades and coverings to include things like stone and windows and shutters.

Mr. Brown: This Jason Brown with Ryan Homes. As you mentioned, we certainly have several of those options. So once we kind of finalize the landscaping plan to see what fits, I'm looking at several options right now. Broken up by three, four or five windows on one example with both siding stone or vertical board and baton shake shingles. So we have plenty of those options to choose from. So I think it just whatever look matches over there, we can certainly solve that on those three, four or five elevations that are along Waggoner.

Mr. Benner: That's exactly what we were asking for, and I think that addresses that particular issue.

Mr. Zollars: Yeah, I'm fine with that, Mr. Furst are you good with that commitment?

Mr. Furst: Yeah.

Mr. Cullinan: Yeah, just an email going out to us to kind of look at it.

Mr. Zollars: OK, any other comments from the presenters? Staff, you have anything you want to add or comment on? Commissioner, is anything from you?

Mr. Hicks: Mr. Chairman, I think just try to communicate exactly what I think needs to happen in order to warrant support for the project. You know, I hate having to sort of just conditionally approve things when we get a little bit more complex than just like one single thing or maybe two single things. So, I mean, my preference here would be to just table this proposal and give the opportunity for the development

team to modify the landscape plan to address the building, set back issue on the front there and to address the elevations. I certainly know that delays 30 days on a project are challenging. But, you know, without much scrutiny there is and how many people drive up and down Waggoner road in this area of the city every day. I think it's more important that we get this right than to just expedite this. I'm supportive of the use and supportive of the product that's going to go there. Ryan's a good company, has a great product. I think this is the right fit for this spot in the city. But I think that there are some pretty significant details here that need to get worked out first before we approve this and pass it along to city staff to enforce. So my preference would be to table this submission tonight and ask if the developers could go to work to make some adjustments in order to address these issues and bring it back to us next month.

Mr. Zollars: Comments on Mr. Hicks statement, anybody?

Mr. Furst: Mr. Hicks, could you just so everybody's clear. Could you lay out exactly what you would like them to do if we were going to vote to table that this evening?

Mr. Hicks: Yeah, I think one of the biggest things that I understand that the Waggoner road improvements, we're still working on exactly what the right away dedication would be. But I really don't feel comfortable approving a project that will turn right around within a year or two and become a nonconforming use because the front yard setback is not sufficient. So I think that there's two of those lots that need to be examined and maybe they work, maybe they don't. I think that needs to be addressed. I think there needs to be additional landscaping, some variety in the landscaping, landscaping along Waggoner Road to make it more appropriate to fit in with the rest of the development that's along Waggoner Road. I think we need to finalize what the access situation is. I know that you're saying you could just hammerhead that going into the church, but we need to get that issue resolved and it needs to be concluded that that's just going to end right there, be a hammerhead rather than be a third access. Within the two access, one of them probably should be a right and right out. I've tried to work on projects and other municipalities, and if I brought them three full curb cuts, it normally doesn't work. Maybe two works, but maybe one of them is limited access. I would like some maybe the city engineer EMH&T to provide some input on that. The elevations, I think you already have the elevation's available what Ryan Homes traditionally does. I think you pick some of the nicer ones to put alongside elevations there along Waggoner road. Then I think I feel more comfortable about it fitting in with our existing code and within that existing community.

Mr. Zollars: Fellow commissioners, any feedback, pushback?

Mr. Cullinan: I agree with Mr. Hick's comments, especially the three full access curb cuts on the short stretch of Waggoner.

Mr. Zollars: I agree with that.

Mr. Benner: Mr. Chairman. There's only going to be two right? Curb cuts. I keep hearing three, but the one was denied. So we're really only looking at two. I like the idea of right in, right out. I don't have an issue with that. I guess at this point than maybe asking us commissioners how we feel. How if we table this, how is this going to affect the developer? Any comments from the developer?

Mr. Spagnola Yeah, I mean, we can definitely work through your issues. I mean, obviously our preference wouldn't be the table, but we understand if that would need to be. And, you know, we could work through the access points and the landscaping and get you guys some firm shots on the renderings and get it back out to you.

Mr. Zollars: I appreciate that.

Mr. Benner: Well, I would just say in that case to Mr. Hicks would like to make a motion. I think it's time.

Mr. Hicks: Mr. Chairman, I'd like to make a motion that we tabled the application. To our next regularly scheduled or special meeting. Next meeting.

Mr. Benner: I'll second that.

Mr. Zollars: OK, very good. We have a first and second comment? Any additional comments, I should say. OK, staff, could you read the roll, please?

Ms. Wheeler: Mr. Benner. Yes. Mr. Cullinan. Yes. Mr. Fust. Yes, Mr. Hicks. Yes. Mr. Zollars. Yes.

RESULT:	TABLED [UNANIMOUS]	Next: 4/1/2021 6:00 PM
MOVER:	Steven Hicks, Commissioner	
SECONDER:	Keith Benner	
AYES:	Cullinan, Zollars, Hicks, Furst, Benner	

E. OTHER BUSINESS

None

F. ADJOURNMENT

Chairman

Planning and Zoning Administrator