



Alex Furst, Chair
Keith Benner, Vice-Chair
Amy Barnhart
Norman Brusk
Hilary Conley
Yannick Tuwamo
Anita Ward

Planning & Zoning Board

7232 East Main Street
Reynoldsburg, OH 43068
www.reynoldsburg.gov

Eric Meyer, Development Director
Phoenix Buathier, Planning &
Zoning Administrator

Thursday, May 21, 2026

6:00 PM

Council Chambers

A. CALL TO ORDER

1. ROLL CALL
2. APPROVAL OF MINUTES
 1. Planning & Zoning Board - Regular Meeting - 05/07/2026
3. APPROVAL OF AGENDA
4. SWEARING IN OF SPEAKERS

B. PUBLIC COMMENT

C. UNFINISHED BUSINESS

D. NEW BUSINESS

1. App# 2026-0052; 6320 E. Main Street, Trent Mayberry for Ridgecrest Reynoldsburg I LLC; Variance
2. App# 2026-0051; 6320 E. Main Street, Trent Mayberry for Ridgecrest Reynoldsburg I LLC; Conditional Use

E. OTHER BUSINESS

F. ADJOURNMENT

ADJOURNMENT



**MINUTES REGULAR MEETING
REYNOLDSBURG PLANNING & ZONING BOARD
May 7, 2026**

CALL TO ORDER

ROLL CALL

PRESENT: Barnhart, Benner, Conley, Tuwamo, Furst

ABSENT: Brusk, Ward

APPROVAL OF MINUTES

Planning & Zoning Board - Regular Meeting - 04/16/2026

The regular meeting minutes of 04/16/2026 were approved as submitted.

APPROVAL OF AGENDA

Mr. Furst: Next item has approval of the agenda. I'm aware that we need to make an adjustment to the agenda and remove item C1 under unfinished business. Are there any other changes necessary to the agenda at this time? All right, hearing that, the agenda is approved as amended.

SWEARING IN OF SPEAKERS

Speakers were sworn in by Mr. Furst.

PUBLIC COMMENT

UNFINISHED BUSINESS

App# 2026-0161; MI Homes of Central Ohio c/o Steve Peck; Variance

NEW BUSINESS

App# 2026-0159; 8400 E. Main Street; Lamar Builders c/o Jack Reynolds for Ann Taylor of Plaza Properties; Variance

Ms. Cepek: Thank you, Mr. Chairman. This is application number 2026-0159. It is a variance. The applicant is Lamar Builders, care of Jack Reynolds for Ann Taylor of Plaza Properties. The address is 8400 East Main Street. It consists of one parcel in the EMD East Main Street District. They are requesting two variances. The first one to section 1105.11.A.iii.1 to increase the permitted height of four feet to five feet along East Main Street, and to six feet along reserve drive. The second one is to section 1105.11.A.iii.7 to allow chain link as a material for the proposed fence. Before you is an aerial of the subject site. The parcel is 7.74 acres. Here is a zoning map of the site. Here is a Google street view of the subject off of E. Main Street. Here is the site plan provided by the applicant of the site showing the location of the proposed fencing. Here is the proposed fencing. As you can see, the applicant is proposing both a 5-foot vinyl fence, and a 6-foot chain link fence. The property owner is requesting variances for a taller fence to restrict public access to the retention basin area and address safety and liability concerns associated with trespassing. The owner believes the maximum permitted 4-foot fence would not provide adequate security. The applicant is requesting chain link fencing to maintain visibility into the site for security purposes while also preserving views of the pond and wooded area for the surrounding neighborhood. For a clearer understanding, the yellow line represents the 5-foot vinyl fence that is proposed, and the red line represents the 6-foot chain link fence that is proposed. The first variance that is requested is to increase the permitted height of 4 feet, to 5 feet along East Main Street and 6 feet along Reserve Drive. As you can see, per the code, there is a maximum height of 4 feet in the EMD for front and corner yard fences. This standard correlates to the fencing along East Main Street and Reserve Drive, which as you can see is proposed to be 5 feet and 6 feet, which exceeds the maximum permitted 4 feet. The second variance is requesting to allow chain link as a fencing material. As you can see, chain link is not permitted in any district in the city. This would apply to the fencing everywhere except along E. Main Street, which is proposed to be vinyl, which is a permitted material. Here are the variance findings of fact. And bear with me, this is a long recommendation, so here we go. The applicant is requesting 2 variances. The first one is to increase the maximum permitted height of the fencing along a road, and the second one is to permit chain link fencing as a material, which is not permitted within the city. The first variance request is to increase the permitted maximum height of fencing from 4 feet to 5 feet along E. Main Street and 6 feet along Reserve Drive. The second variance requested is to deviate from the permitted materials list, to allow chain link fencing. The zoning code requires that all fencing that is considered to be located between the front setback line for structures, and in front of the front facades of the principal structure, that fences are not permitted to exceed 4 feet in height. Since there is no

principal structure, but the fence is located 3 feet from the property line, the maximum fencing height of 4 feet would apply. The applicant states safety reasons for wanting to increase the height of the fencing on the site along E. Main Street and Reserve Drive, to prevent people from trespassing onto the property, but specifically to address the safety concerns of people trespassing onto or in the existing retention basin. The applicant has not addressed why this site is unique, as many other sites within the city have retention basins, or how they have tried other approved fencing materials other than chain link to address their concerns. The applicant has stated they want to protect the owner from liability and keep trespassers away from the retention basin. Staff is of the opinion that perhaps signage, and an approved fence material in the zoning code at a height of 4 feet, could achieve and address the applicant's safety concerns without needing a variance. While the site plan does not show how far the retention basin is located from E. Main Street or Reserve Drive, if the location of the fence were to be at least 20 feet from the property lines along E. Main Street and Reserve Drive, then the fencing could be as high as 8 feet, since it would be located behind the building setback area. If the retention basin was within the 20-foot building setback, and the Board felt that there were special circumstances to permit a fence at 5 and/or 6 feet in height, then staff would recommend that the following conditions below be met if the Board were to grant the height variance. However, staff is not sure if the placement of the fence is possible outside of the building setback area along road frontage. That the variance requested made by the applicant for an increase in height and the use of chain link as a material is one of convenience since there are no unique or peculiar circumstances cited in the applicant's application, other than it being a retention basin, which is not unique within the city. Staff also believes that approving chain link as a permitted material for fencing would set a precedent for all properties in the City of Reynoldsburg, especially when the applicant has provided a portion of the proposed fencing material to be vinyl, which is permitted. Finally, staff believes that if the variance for the height of the fence were increased, that unless the Board identified unique and special circumstances as to why it should be permitted and was not a matter of convenience, that this too could set a precedent for all fencing within the city. Based on these reasons, staff recommends denial of both requested variances. If the Board voted to approve the maximum height variance from 4 feet to 6 feet for street frontage, then staff would recommend the following conditions, that the applicant provides a fence material that is permitted within the Zoning Code. That the fencing be located around the retention basin within 10 feet of the retention basin. That a gate be provided to access the retention basin. That the gate be located in an area that is easily accessible for safety personnel to access. That a tree survey, tree removal plan, and if necessary, a tree replacement plan be provided to staff, meeting all landscape requirements to staff satisfaction, prior to the fence permit being approved. That the applicant provide documentation to ensure Section 1105.11.E.iii is met to staff's satisfaction, prior to the fence permit being approved. And here is

that section, it is about proper drainage, primarily for engineering reasons. Mr. Chairman.

Mr. Furst: Thank you. I now invite the applicant to the podium to give whatever presentation they may wish at this time. Just reminding you to please give your name and address for the record before speaking. Thank you.

Mr. Reynolds: Good evening, commissioners. My name's Jack Reynolds. I'm an attorney with Smith and Hale. My address is 172 East State Street, Columbus, Ohio, 43215. And I have Steve Hermiller, who is a civil engineer, that will present first. And then Larry Ruben, who is a principal with Woodland Plaza, who is the owner of the property itself, will make a presentation. And then I will follow it up. And add some more discussion for the granting of the variances. Here's Steve.

Mr. Hermiller: Hi, my name is Steve Herrmiller. I'm with HCC, address 9650 Imes Road, Plain City, Ohio. I'm a civil engineer and we're gonna pass out some materials that suggest the drainage area. I'll pause for a minute. All right, so just to speak to the drainage area, a little bit about the watershed that is going in and through this pond area, I can't speak to the history, I know Mr. Ruben can, and he can elaborate on what it was back years ago. My job as the civil engineer is to look at what is going in and out of the basin, what is its relevance today versus how it's functioning today. And in one of the photos that shows this map here that looks like it's got two comparables on it, you can see the greater watershed in the yellow area. And it reaches and gets closed up to Broad Street as it heads north and over onto Mink Street over there. But that area alone is about a 705-acre watershed that goes through that one pond. And I know back in the day when Mr. Ruben was a young man, he said it was much smaller and very different. I think that parcel is noted as about seven acres. And on some of the other exhibits there, you'll note that the one that's in the aerial, it's got the acreage in the middle, it says currently that where the water's edge is at is about 2.3 acres. Then in the black and white area, that was the original as built of the plans. So that was 1.7. So clearly, you know, with development and things that are happening in the community over the evolution of time here, things have changed and there's about a new half acre of area that's been expanding on that water surface. And so it's grown a bit and, you know, for no fault of Mr. Ruben and his property, I think just, you know, development of the upstream watershed area as it drains down to this confluence at the pond in this retention area. Things start to, they just expand, and he wants to protect that. And so therefore, he's looking at ways to keep people from getting in there and vandalizing or doing it ever on the pond. I've looked at trying to respect the area of the the water surface table and where the detention the hundred-year floodplain is and as this thing is starting to you know, it gets bigger over time what we hope is, the hope for us is that if we do do a fence if you allow a fence around here to protect the asset It doesn't I guess we want to make sure that we can get

into it, maintain it, and do things that owners rightfully would do, but at the same time, I guess there would be a measure of, we did look at trying to develop the property, and now he's got an asset that basically benefits the rest of the community as it passes through water, and he really is troubled by trying to do anything or develop on the property. So we're looking at creative means to try and do a fence along here and protect the asset, but at the same time allow it to function in the proper way that it was originally intended to. I will say, too, that Mr. Ruben is trying to do the rightful thing by, you know, it was suggested about the perimeter of the circumference or the lineal footage of enclosing the pond with a fence. And the reason it goes up to the outer boundaries is I think he was trying to put it more towards the property line so that way, you know, you can protect the majority of the asset rather than right on the pond limits itself where the water surface edge is at. And knowing that the pond has grown a half acre over time here, it could grow more. So we don't want to install one fence and all of a sudden it's going to grow even more. So please respect that fact. And I will say too, I mean, Mr. Ruben is not trying to cheap out on any measure of this, because the fence in itself, I think, is about 1,300 feet long or so. And, or no, I take that back. He's installing 2,100 feet of fence, and the pond itself is only about 1,300 feet. So he's going above and beyond to protect the asset. So if you have any questions on the engineering, unless there's anything else I need to say on the engineering side. Any questions from the board? Okay, thank you.

Mr. Reynolds: I think it's important to note that the pond itself doesn't benefit the property. The pond is there because it benefits the rest of Reynoldsburg as a community because the watershed flows down into the pond and the pond holds the water. So I think the exhibit number one that we gave to you shows you the area that is served by the pond, Larry's actual use, he can certainly state that the property itself doesn't utilize the pond. It's a very small property in terms of maintaining water on site. This is actually serving the city of Reynoldsburg in the upstream properties that released their water into this watershed. So again, what we're trying to do is benefit the City of Reynoldsburg by allowing the water to flow into the pond. And what Larry again, will get up here and tell you is that, and maybe Steve can say, is that we're not allowed to in the pond, because basically it's there for other people, we're legally bound. Maintain the pond since the water flow goes into it. So that's our problem right off the bat, is that we've got a pond, it can't go away, and somehow or another, we have to deal with it. And why don't we get Larry to come up here.

Mr. Furst: And please raise your right hand. Do you swear or affirm that the testimony you give to this board is truthful? If so, say I do.

Mr. Ruben: I do.

Mr. Furst: Thank you. And please state your name and address for the record.

Mr. Ruben: My name is Lawrence G. Ruben "Larry", and my official address at the office is 3016 Maryland Avenue, Columbus, Ohio.

Mr. Benner: Mr. Ruben, could you pull the microphone down.

Mr. Ruben: I'd sure be happy to. Thank you. Well, this room's not new to me. A lot of your faces are. I haven't been here in years. You know us as Plaza Properties. You know as Woodview Plaza, Rose Hill Plaza, Briarcliff Plaza. We've started building apartments in Reynoldsburg in the 1960s. My father before me, unfortunately, he's been gone about 19 years. I don't want to date myself, but I was 75 years old on Monday, and I've been 52 years in the family business. Reynoldsburg's been a great partner with the Ruben Family Plaza Properties for many years. In central Ohio, we were known in both shopping center and the apartment business, 24 apartment communities, 24 shopping centers, 8 million square feet. Dad and I did a lot of work and the benefits of those are in many communities, many buildings to still be seen, quality construction and quality management. When Bernard died 19 years ago, a trust took over, a Trustee, and unfortunately the Trustee was not a real estate person. It was a relative and unfortunately that person was not versed well in development management principles. So sites like 8400 East Main Street were not on the trust radar. To worry about liabilities, to worry about taking care of the property. They tore down the house that was used many years to oversee the property, they tore down the barn. We had a tree farm out there in the mid-80s for about 15 years, and we had a garden center out front. We grew over 300,000 trees and shrubs on that site, including the 40 acres that Dominion Homes purchased from us after the tree farm was no longer needed. Places like Lowe's and Home Depot took over that business, of course. This property has been stagnant for many years. As Steve said, and as I saw where they said it's not unique, I want to profess it is unique. And I'm not an engineer, Steve is. But with all the developments I've done and such, retention basins that are on apartment communities like ours are just retention for that property. We don't take watershed from anywhere else, not the 700 acres that we're taking here. We use them as good-looking entrances. We put little fountains in them, even lights sometimes. And we don't fence them. We make an amenity to the entrance of the apartment community. And sometimes they lose their water in the summer, especially with drought. They just dry up. Those are retention basins that we're required to do in the engineering necessary to build these apartment communities. This is not that kind of retention basin. This is municipal. This is taking water from streets, Reserve Drive particularly. It's taking 700 acres, taking the Kroger store to the east of us. It's taking all of the homes behind us. It's gonna take the future. It's going to take the new M/I if they get this done. I'm already a half acre more than I was when I started. We can't develop this

property. I can't build apartments. I'm not building a shopping center. Not sure what the highest and best use is anymore. But it's really a municipal type of situation where I am strapped with a pond that is acting as a large area of retention. And I think we all have a responsibility to it because it's not just my water. I'm only about eight acres. There's 700 acres that's transferring here. So I wanna make that clear. Steve mentioned it. I will tell you in all the projects that I've done, and I just did one at the corner of... Cassidy and Fifth Avenue. They did a take and they needed more land from a corner we have, two corners to widen Cassidy and Fifth Avenue just now. It's a joint of ODOT and the city of Columbus. They put a retention pond in this new expansion on the north east corner and they fenced it in for safety, for families, for children living in the area. I can tell you that most of the municipalities that have retention basins put fence around them just for the liability's sake. This is larger than those retention basins generally. This is a really big sore. And I can't tell you enough my concern about liability. When we had the business there of the tree farm, when we had the house, and we had security and we have live on site, it wasn't really an issue because we could manage it. And back in those years, in the 80s and 90s, we didn't have all these new home developments or apartments or this watershed problem. With development, it's created an exacerbation of the site. Now we are saddled with an insurance issue. Because this site was included in a very large 8 million square foot insurance package, that has since all been sold. Our apartment communities have been sold, our shopping centers have been sold, except for a dozen of them maybe. This particular site isn't in a master insurance program anymore, and liability insurance, because of this pond, is now a problem. And I do have a letter in file from February from Frank and London, our insurance agent, who they've insured us for 40 years, that we're going to have difficulty getting liability insurance. I will say this. All the apartments, swimming pools, I've experienced drownings, double drowning. That's a \$7 million liability settlement. I had insurance, thank God. They climbed the fence, seven and eight years old. It was still the end of April. The pool was not open. The winter signs were up, pools closed, but the pool was ready. Two little brothers went down the slide, bumped their heads, they drowned. I don't want to go through that again. The signs have been torn down. People are getting on the property. They've torn down the signs. We keep putting them up. We ran two kids off in the winter when the fence guys were there. They were on thin ice. It was cracking. They were in the middle of a pond. They probably came from the back 40. Someone drove through the gates. We put new gates on with a pickup truck and were using it at night. Don't know what they're using for. Again, I've got a liability here, more so than a real scenic piece of property. And it is beautiful piece of a property, but I got a big liability. I can't control this. We did a little study here and what we did, and I gotta apologize, and I should have started this. Had no idea I should've gotten a fence permit or if the fence was even legal to put on this property. So by the way, I was not here to buck any code because that's not what we do. We've never been reprimanded in Reynoldsburg or anywhere. So I apologize for that. We stopped it immediately. We

have \$30,000 of fencing sitting on site currently. We need to buy probably another \$25,000 of fencing to complete the fence job. This will only do the east side and the north side of the property. The west side and the north site, that's what we have done so far. All said and done, by the time the labor is done, we buy the additional fence for probably into \$75,000 or \$80,000. I'm not asking Reynoldsburg to help me with this. We're taking responsibility for everything. I did get concerned about what does this fence look like from the public eye. On Main Street, duplicating a fence, like you'll see in New Albany and some of the other areas in town, a four rail fence versus a three rail fence. Main Street's a big wide road. It's certainly faster than Reserve Drive. And and I thought a four-rail would look better there. We used for many years, we had a frontier fence on there, frontier style. It rotted, we took it down. So that fence is on site ready to be built. We installed a new gate. But here's what we did. We figured out a way to make 90% of this fence go away from the public sight. The west property line, you will not see the fence anywhere to the west. We have an A-frame that's been over on the Dean's property for many years. Nice people, they can't even see the fence. They don't even know we were in there trying to put up a fence. So the entire west property you will not see a fence. You will see on the West property line about 15 or 20% of the fence because it's being hidden through trees. And when you get over to reserve, again, it's going through the trees, you're not gonna see the fence. When I heard that there are a few areas that could impact a couple of houses on the north side of the property, I said, okay, move the fence in some. Let's get white pines. We'll put them every 20 feet on center and we'll put those pines on the outside of the fence to go ahead and restrict the view of the chain link and have the trees. I would think that would be a real good improvement for the homes and be very fair to them. Again, the fence is hidden. 90% of this fence is hidden. Now, if you'll give us the time, we have a presentation that we had forwarded to Emma. We did it two ways. We walked it with a cell phone. Thank you, Ann Taylor, who's with our company. And she walked all the path in the trees where the holes are dug and the poles are sitting in the holes, but they're not cemented. And we ran caution tape, yellow and red. Real wide, real bright so you could see it. And she walked it with her phone, taking a video of the pathways, where the fence goes, through the woods, around the property, and recognizing where the pinch points were, back on the north side of the property. We then flew a drone, and we did it from the air, and wanted to see if we could find the caution tapes from the air. Again, inconspicuous camouflage. So on that behalf that's what I'm asking. I do think it's unique situation. I understand the code. I understand chain link is not it. We're not going to see the chain link. I can't tell you, wrought iron aluminum fencing, wood would just rot, the wind would probably blow it over, It would not be a good use with this many lineal feet, would be impossible. Because it is of a municipal nature of a retention pond and this is a deep pond and it is getting wider and wider. It overflowed the banks with the rain last week. I'm asking, I'm requesting, I am pleading because of liability, injury, that we be allowed to proceed with any comments, any direction, any

recommendations.

Mr. Furst: Thank you.

Mr. Reynolds: This is a, and I'll proffer for the record, but basically this is a letter from O'Frank and London Insurance Agency. "Our office received a request to cover \$50,000 of fencing at the above address, 8400 East Main Street. We will endorse a transportation floater and start a builder's risk policy to cover the fence being erected. Lamar's Builders policy covers the fence and liability for its erection. Traveler insurance ensures the location for liability coverage last year their loss control team conducted a site visit and recommended measures to address liability exposure related to the pond. We have since contacted travelers lost control and confirmed that a solution will be implemented to mitigate some of these risks. No timeline was given, however, travelers will re-inspect this year. Without proper loss control measures, insuring the property in the future will be very costly. Please let us know when this project is completed. We will delete the builder's risk and return to the unearned premium. As always, if you have any concerns or questions, please contact me directly." And by saying, when I looked at the code, I will hand this out. We are requesting a variance from 1105.11.1, which has the limitation of four feet. Although we do not have a structure on site, I would argue that number four of the section of the code actually pertains to the areas that says rear and side yard fences. You know, when you look at... When you look at the setback, the property itself. 100 foot setback there. Setback that, you know, shows the Commission, you know, a 200-foot setback is kind of a normal building setback off of East Main Street. If you look at that setback, we are, the total area of the fencing that we're proposing would be within the side and rear yard areas of the site. And, so, what I would like for you all to consider in that we could, under the code for a commercial piece of property, we could go up to 8 feet under the Code rather than 4 feet. So again, I would like to make that argument that instead of number one, that would be 1105.1.A.ii instead of one it would be four for at least those areas to the rear and side of the property so in that instance I believe that at least in those areas we don't need the height variance we would need the height variants along East Main Street for the four rail fence. Again, that will add an attractive front to the property. I think the idea behind Larry is he would like to, again, create a nice amenity for the property, and then we are asking for the variance, when Larry talks about 1,600 linear feet of fencing, that's a very high cost for anybody to bear for encircling the entire site. I don't even know, I don't think we went out and even put a price on doing a fit like that. So again, there is a high cost. We went through variance requests. I think we made valid arguments. Again, when you look at six-foot fences around those areas that were shown in red around the site, four feet, the six feet, four feet fencing really does no good. It won't keep kids out. Signage won't keep kids out. We need to protect the property. I'm here, Steve's here, Larry's here. I would like to think that we've made valid arguments for granting the

variances for the two elements. And that's what we've got for you this evening. So it would go across there. And kind of match what you see on. [video plays on screen] So it would go across there, and kind of match what you see on Reserve, just an extra board. And again this kind of shows you the poles and where the poles are in terms of how wooded the area is for the majority of the site. Camouflage, you can't see it back in there. You can see the one all the way over here on my right that kind of gives you an idea of the height and what the fencing would be like in that area itself. And here's Ann walking down the area and how close it is to the pond itself. And that shows you what the coverage is. And then there obviously is Reserve. And so I think there's, do we have the drone? And now you're coming up on the area where Larry has offered to do plantings of white fir, white pine, in order to create a buffer, an opaque buffer between the single family houses and the fence. That must have been a fun walk. It was in the rain. So again, when you look at the height of the poles, it's not that out of character with the fence that is behind us to our north. And again, showing the wooded area where the fencing would go. And then the pond that's been overflowing its boundaries.

Mr. Furst: If you wouldn't mind, sir, allow me to kind of explain how our decision making is structured so you can, you know, further tailor your arguments. So a lot of the arguments you've been making are perfectly fine arguments, but they're not germane to our decision-making power here. So we are constrained by the – would you mind, Emma, putting back the variance findings of facts, please. So we are constrained by Section 1109.15, and we can only consider those factors as it relates to your variance application. So some of the comments that you've made regarding the property and the fact that what some people may characterize as an eyesore of a chain-link fence and how it wouldn't be seen because of the the growth on the property and things that that's just not germane to our decision-making. So in nowhere in our decision-making as authorized by the code are we allowed to consider aesthetic considerations. So you know I would just ask for the sake of efficiency in everyone's time that perhaps you don't continue with those sort of arguments.

Mr. Reynolds: You know, as a response, we did respond to the items that are the finding of fact, and I do believe that we addressed all of those issues, and I believe that we made valid arguments for the granting of the variances based on those 10 items.

Mr. Furst: And of course, you know, I do certainly appreciate that you're trying to be a good neighbor, trying to be a property owner here in the city, and of course in an ideal scenario we would want to be able to solve everyone's problem. The issue, I think there's two issues here, and I'm just speaking in my individual capacity here. I mean, one is the matter of the chain link fence just as a fencing material. We are not a legislative body. As you heard during staff's presentation, chain link fence is

not authorized in any district in the city. It would absolutely be beyond our power to grant you that variance. We would consider that a legislative matter. So the way to address that particular aspect would be to petition city council to make the change to the law. This body here recommends changes to council but you or anyone else in the city can also do so directly. Any changes to the law would have to begin with them and then we provide our recommendations, but ultimately, it's their decision as to the contents of the zoning code. So I don't think it is within this board's power for us to grant a variance for the material. Now regarding the height, the way you would address this is addressing these variance finding of facts here. So you speak about how the retention pond is really functioning more as a municipal pond, right? Not just for the property itself. There are multiple municipal retention ponds here in the city. There's there's one actually just a couple hundred feet away from here on city property and it functions very similarly to this. It's not at the scale of this, but it does take water from many neighboring properties. There is no fence around it. And perhaps that's a difference between the city's coffers and a corporation's coffers, but that was not a liability concern there. I appreciate the liability concern, but perhaps you could educate me a little bit. The four to five feet, that doesn't seem like it's a really a meaningful difference to me if I was a kid trying to hop a fence. Or really anyone trying to hope a fence.

Mr. Reynolds: I myself, again, the fence out front we were asking for the five feet is more, again it's out front, it's visible, you know, people probably wouldn't be trying to get into the site from East Main Street. So, again, that one, again Larry felt that five feet would be adequate. In terms of keeping people out from the East Main Street. The idea of doing the six feet for the remainder was, again, to keep people out. Now, the difference between four and six and trying to keep young children out of an area, I think it's much more of a deterrent than a four-foot-high fence and signage because children are not going to respect the signage. And then the four foot is really not adequate to keep them out of a location like this. So that's why we're going with the higher heights of the fence, again, is, and I would like to think that six feet is adequate to people out. And I think the argument that we're behind the setback and I think staff even acknowledge that, you know, once you get 20 feet back and you're set back behind the building set back, there might be the argument for a higher fence. And so I too would make that argument that given, you know, once you get a certain distance back from the right of way of East Main Street, that the height of the fence is allowable in the East Main Street district. Again, this is in the East Main Street District. It is a commercially zoned property. Again, the application of A to the entire site, I think, is an overreach. I would like to think that this is the rear of the property behind the pond and along the side. It does qualify for sub-area four that would allow for a greater height. And again I simply gave you all a 200 foot setback for, and I doubt if a building needed to be set back 200 feet from the center line, I just picked 200 feet to give you all an idea of where it is on the property. So therefore, my argument to you would be, there is an

argument that the six foot high would be qualified for the section four as a height that is permissible under the code and therefore you all might take it under advisement that there are simply areas in front of the setback that would qualify for a variance for the four foot to six foot and from the four to the five foot.

Ms. Buathier: Mr. Chairman and the board members, just for clarification from staff's interpretation, the four-foot would apply for the fencing that is three feet from behind the right-of-way line along East Main Street and Reserve Drive and that the four feet would only apply within that front building setback which is the twenty feet so if the fence was placed at twenty and a half feet it could have a six-foot, I'm sorry, an eight-foot height fence. However, there are also was no setbacks to show where that would be on this plan. So we could not make that determination that if it was even possible, especially in that right side along the Reserve Drive where it's obviously much closer to the road than anywhere else on the site.

Mr. Furst: So, staff, if I'm hearing you correctly, is it possible that if the applicant just submitted some adjusted drawings and they were amenable to a slightly different, you know, fence layout and height as you described that there may not be a variance necessary to accomplish their intention here?

Ms. Buathier: Potentially but without something showing that one they can do it and that they know they can do it, and without showing that, I have no way of knowing.

Mr. Meyer: That would be just for the height issue to be clear. That wouldn't address the material issue.

Mr. Furst: Right, right, right. You know, I think I've been very clear here that the material is beyond the matter of this board.

Mr. Reynolds: We understand the material, it would just be the height.

Mr. Furst: Considering the remaining variance is the height, frankly, and instead of us trying to litigate the nature of the property, maybe that's an easier solution.

Mr. Reynolds: What maybe we out to do is to say, can we table this?

Mr. Furst: You certainly can.

Mr. Reynolds: And go back and find the 20 foot, show the 20 foot and then come back and show which areas need the variances with the understanding that the fencing material is off the table, but we can come back and consider those areas that are within the 20 and 20 and a half feet back.

Ms. Buathier: It would have to be set, it could be like 20 feet and one inch, but it just needs to be more than 20 feet.

Mr. Reynolds: I would appreciate an opportunity to work with staff and come up with a site plan that shows that, and then we can deal with the remaining areas at that time.

Mr. Furst: Well, how much how much time would you like for that? I think we'd be amenable to table it, but we just, you know, like to know a time window so we can...

Mr. Reynolds: When do we need materials back?

Mr. Meyer: We're looking up right now. We have a three weekly time for meeting. So our staff is just looking up right now deadlines. I believe my staff just told me that for the next meeting, which is the next meeting in May, you would have been passed that deadline. So we're just looking at deadlines for the next one. So just, I'm going to hand it over to Phoenix to say those.

Ms. Buathier: A week from today is the deadline for the June 4th meeting and the May 28th is the deadline for June 18th meeting.

Mr. Meyer: When we say deadline, that means new documents submitted that we build a review in time for the, to put in the board packet.

Mr. Reynolds: We'll do as quickly as possible.

Mr. Benner: Mr. Meyer would you repeat that? I'm not sure, they were talking amongst themselves and I want to make sure they understand.

Mr. Meyer: I also have a deep monotone voice, so that's usually tough to understand anyway. Just to, I'll try to enunciate it better too, but so we have a three-week lead time for meetings and what that means is you're perfectly free to do what you did today and hand out stuff at the meeting, but we didn't have a chance to review it. In order to review things and analyze it, we have three-week lead time in advance of the meeting. So I believe I heard May 28th is the deadline for the June 18th meeting. And then-

Ms. Buathier: May 14th is for the June 4th meeting.

Mr. Meyer: So you'd have a week to get us anything if you wanted to be in that first meeting of June or you'd have to wait, or you could get stuff to us by May 28th for that second meeting in June.

Mr. Reynolds: We'll do it, we'll get this material to the staff in the week period so we can be on that meeting.

Mr. Meyer: So I believe that meeting is June 4th, if my memory is correct. So it sounds like if I'm analyzing this correctly, they would want to keep this hearing open through, to return by June 4, if I am hearing that correctly.

Mr. Furst: Well, hearing that, the applicant requests that we keep the hearing open, but table this matter until the June 4th regular meeting. This is Mr. Furst, an I so move.

Mr. Benner: I second.

Mr. Furst: Thank you, Mr. Benner. Would you please call the roll staff?

RESULT:	5-0
MOVER:	Furst
SECONDER:	Benner
AYES:	Barnhart, Conley, Tuwamo, Benner, Furst

OTHER BUSINESS

ADJOURNMENT

Planning and Zoning Administrator

Chairman

May 13th, 2026

Planning and Zoning Board
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

RE: Trent Mayberry for Ridgecrest Reynoldsburg, LLC, 6320 E. Main Street: Variance

Planning and Zoning Board:

Below is the staff review of the above referenced Variance Application.

1. Project Summary

- a. **Site Summary:** The subject site is located at 6320 E. Main Street. The subject parcel 060-008388 is 1.983 acres with one building on site. The existing building is approximately 14,668 square feet according to the Franklin County Auditor's website. The subject site was previously a Walgreens, which has been closed for more than a year, and has lost all legal non-conforming status. The subject site is zoned BMD, Brice and Main District.
- b. **Surrounding Zoning:** The surrounding zoning of the subject site is BMD, Brice and Main District on all sides. The surrounding land uses consist of Food Service – Quick Serve/Fast Food and a vacant parcel to the south, Retail - Convenience Store with Gasoline Station and Vehicular Care Services to the west, and Vehicular Care Services to the North and East.
- c. **Applicant's Request:** The applicant intends to decrease the size of the existing building from 14,668 square feet to 10,000 square feet, along with constructing a new 1,025 square foot building with a drive-thru. The applicant is also proposing to subdivide the parcel into two parcels. When a parcel is subdivided, Section 1111.03 requires both parcels to be in compliance with all zoning code, subdivision and platting regulations, prior to staff approving the proposed subdivision. The applicant intends for the existing building to be a Medical – Clinic, and the new building to operate as a Food Service – Quick Serve/Fast Food with Drive-Thru. Each building is intended to be located on their own parcel. The applicant is requesting the following 4 variances:
 - i. **VARIANCE 1: Section 1105.01.G.iii**
 1. To not provide parking lot screening, as required by the code for parking lots containing more than 10 parking spaces when located within 50 feet of a dwelling, school, hospital, or other institution for human care.
 - ii. **VARIANCE 2: Section 1103.15.III.Front Yard Setback (Max. Ft.)**
 1. To increase the front building setback for the already existing building on the site from the maximum 45-foot front building setback requirement to a maximum of 96.8-foot front building setback for an increase in 51.8 feet.
 - iii. **VARIANCE 3: Section 1105.21.C.i**

1. To not have a primary façade and functional entrance oriented towards the primary public street for the Dutch Bro's new building.

iv. VARIANCE 4: Section 1105.01.G.vi

1. To reduce the minimum drive aisle width for an existing driveway near the eastern parcel line from the minimum 22-foot two-way drive aisle width requirement to a minimum of 17.5-foot two-way drive aisle width requirement for a reduction of 4.5 feet.

v. VARIANCE 5: Section 1103.15.III.Front Yard Setback (Max. Ft.)

1. To increase the front building setback for the Dutch Bro's building from Brice Road from the maximum 45-foot front building setback requirement to a maximum of 50.7-foot front building setback for an increase in 5.7 feet.

d. Statement of Hardship:

i. Applicant statement on Variance 1 (Parking Lot Screening):

1. Due to this shared circulation configuration, it is not feasible to provide screening between the two uses without obstructing access, impairing vehicular circulation, and creating safety concerns. In addition, the coffee shop site is impacted by the planned Brice Road realignment, which includes anticipated future property acquisition. Installation of permanent screening improvements in this location would conflict with the planned roadway project and would likely require removal upon implementation.

ii. Applicant statement on Variance 2 (Maximum Front Yard Setback - Dentist):

1. Strict application of the front yard setback requirement would deprive the property of beneficial use rather than result in a mere loss in value. Without the requested variance, the applicant would be unable to subdivide the lot and reuse the existing building as a dental clinic, rendering the structure functionally obsolete. The existing building setback is a legal nonconforming condition that exists today. The proposed project does not increase or expand this nonconformity and will not apply to other portions of the site. The Dutch Bros Coffee development on the remainder of the property complies with all applicable building setback requirements along both street frontages.

iii. Applicant statement on Variance 3 (Primary Façade and Functional Entrance Oriented Towards a Public Street):

1. The subject property is a proposed Dutch Bros coffee location. Due to the unique operational model of Dutch Bros—which utilizes a drive-thru and walk-up service only—the building does not contain a public interior lobby. Consequently, a traditional street-facing pedestrian entrance is functionally incompatible with the site and business.

iv. Applicant statement on Variance 4 (Minimum Drive Aisle Width):

1. Strict application of the Code results in a deprivation of the beneficial use of the land rather than a mere loss in value. Without the requested variance, the existing and functional shared access configuration serving both parcels would be rendered noncompliant despite its limited dimensional deficiency. The nonconformity is directly related to a recorded driveway easement agreement benefiting both parcels. While the southerly approximately twenty-five (25) feet of the driveway does not meet the current minimum width requirement, the remaining approximately two hundred seventy-five (275) feet of the driveway meets or exceeds the Code-required minimum, and the easement provides a twenty-four (24) foot wide ingress and egress corridor.
- v. Applicant statement on Variance 5 (Maximum Front Yard Setback – Dutch Bro’s):
 1. This variance is necessary to accommodate the proposed realignment of Brice Road which received federal funding in February 2026. The Brice Road realignment project is anticipated to occur in the next 2-3 years. The variance is necessary in the before (current) condition. In the after condition when the additional right of way is acquired to complete the Brice Road realignment project, the building setback will come into compliance with 45 feet maximum setback, and a setback of approximately 26 feet will be provided from Brice Road.
- e. **Comprehensive Plan:** The 2018 Comprehensive Plan, upon which the current zoning code is based, recommends for Brice and Main District “Attractive streetscapes and walkability should be emphasized to encourage pedestrian and transit activity along the corridors, and to create cohesive character amongst neighboring development. Sidewalk cafes, awnings, and landscaping are encouraged to help define the character of the development.” The Comprehensive Plan also recommends infill development on current vacant parcels as a priority.

2. Project Review

- a. The following variance factors are considered below:
 - i. The variance is in accord with the general purpose and intent of the regulations imposed by this Code in the district in which it is located, and shall not be injurious to the area or otherwise detrimental to the public welfare.
 1. Applicant statement on VARIANCE 1: The variance is consistent with the intent of the Code. Because both the coffee shop and dental office are proposed uses, the site has been intentionally designed with shared access and circulation. Requiring screening along a shared drive aisle would create safety conflicts and undermine the intended coordinated site design.
 2. Applicant statement on VARIANCE 2: The front yard building setback of 96.8’ exists today so it is not injurious to the public. The BMD and Insight Districts encourage a mix of uses, walkways connecting streets to buildings, on-site facilities for pedestrian,

bike, and vehicular travel, all of which this project provides.

Insight Districts call for more leniency on nonconforming buildings in the case of adaptive reuse such as this. The front yard building setback variance request is only for the dentist lot so this nonconformity will be reduced from what exists today.

3. Applicant statement on VARIANCE 3: The variance for the primary entry is in accord with the general intent of the Code. While the Code seeks to promote active frontages, Dutch Bros achieves this through high-quality architectural standards, including extensive glazing, brick, canopies, an outdoor patio, pedestrian pick-up window, and landscaping, to ensure the site is aesthetically pleasing. Granting this variance will not be detrimental to the public welfare as the building remains a high-quality commercial improvement that ensures a safe and efficient flow of vehicular, bicycle and pedestrian-oriented traffic while serving the needs of the community.
4. Applicant statement on VARIANCE 4: The variance for the drive aisle is in accord with the general intent of the Code. The purpose of the minimum drive aisle width standard is to ensure safe and efficient vehicular circulation. This intent is satisfied because the vast majority of the shared driveway meets or exceeds Code requirements, and the reduced-width segment is limited in length and has operated safely under existing conditions.
5. Applicant statement on VARIANCE 5: This variance is necessary to accommodate the proposed realignment of Brice Road which received federal funding in February 2026. The Brice Road realignment project is anticipated to occur in the next 2-3 years.
 - i. Staff is of the opinion that the variance requested for the maximum building setback for the dentist would not be detrimental to the public welfare, due the building already existing at this setback. Staff also believes that due to the Brice Road realignment, the variance for the Dutch Bro's front building setback is necessary and not detrimental to public welfare. Furthermore, staff believes that granting the requested variance to the commercial design standards for this building to not have a public entrance along the front façade would not be detrimental since the building is not intending to have a public entrance. That staff did not contemplate a commercial building not having a public entrance when creating the commercial design standards. Staff feels that granting the variance for the existing drive aisle would not be detrimental to the public welfare if permitted, due to its current existence and continued use. Finally, the variance requested for the parking lot screening is not detrimental to public welfare either.
 - ii. The variance will not permit the establishment of any use which is not

otherwise listed as a permitted use or a conditional use in the zone or district in which the subject property is situated.

1. Applicant statement on VARIANCE 1: The request does not seek an unpermitted use. Both the proposed coffee shop and proposed dental office are permitted uses within the zoning district. The variance is limited solely to a screening standard.
 2. Applicant statement on VARIANCE 2: The proposed dental clinic is a permitted use within the BMD zoning district. Granting this variance for the front setback will not permit the establishment of any use that is not otherwise allowed or conditionally permitted under the Code.
 3. Applicant statement on VARIANCE 3: The variance for the primary entry does not seek to establish an unpermitted use. A drive-thru coffee establishment is a permitted use within the district. The request is strictly limited to a design standard regarding the orientation of an entry that, by the nature of the business model, does not exist for public use.
 4. Applicant statement on VARIANCE 4: The variance for the drive aisle does not seek to establish any use that is not otherwise permitted or conditionally permitted in the zoning district. The request relates solely to an existing access condition serving permitted uses on the subject parcels.
 5. Applicant statement on VARIANCE 5: The proposed Dutch Bros coffee shop is a permitted use within the BMD zoning district as a Food Service – Quick Serve/Fast Food with Drive-Thru land use. Granting this variance will not permit the establishment of any use that is not otherwise allowed or conditionally permitted under the Code.
 - i. Staff is of the opinion that granting the requested variances would not permit any land use that are not listed as permitted or conditional in the BMD zoning district. That the land use of Medical – Clinic is a permitted use and the land use of Food Service – Quick Serve/Fast Food with Drive-Thru is a conditional use, which they have applied for.
- iii. There exist special circumstances or conditions, fully described in the findings, applicable to the land or structures for which the variance is sought, which are peculiar to such land or structures and which do not apply generally to land or structures in the area, and which are such that the strict application of the provisions of this Code would deprive the property owner of the reasonable use of such land or structures
1. Applicant statement on VARIANCE 1: A special circumstance exists due to the shared drive aisle between two proposed developments and the planned Brice Road realignment. Strict application of the Code would require screening in a location that does not function as a parking edge but as a shared circulation

corridor

2. Applicant statement on VARIANCE 2: Special circumstances exist that are unique to this property, including the presence of an existing commercial building with a front yard setback that exceeds current code standards. The applicant's proposal is limited to the renovation and reuse of this existing structure, a condition that does not apply generally to other properties in the area.
3. Applicant statement on VARIANCE 3: A special circumstance exists due to the unique operational model of Dutch Bros, which excludes public interior access.
 - i. **The Conflict:** Strict application of the Code would require the installation of a "false door" or an entry leading to a secure employee area or the back of fixtures or equipment.
 - ii. **The Deprivation:** Requiring a "false" door or an entry that leads to a restricted employee area creates a security risk and a confusing architectural element. Strict adherence would deprive the owner of the reasonable use of a standardized, efficient building prototype that is essential to their specific service model.
4. Applicant statement on VARIANCE 4: A special circumstance exists due to the presence of a long-standing, recorded driveway easement agreement governing shared access between the properties at 6340 and 6350 E. Main Street.
 - i. **The Conflict:** Strict application of the Code would require widening or reconfiguring a short segment of the existing driveway that is constrained by recorded easement geometry and existing site conditions outside of the landowner's control.
 - ii. **The Deprivation:** Strict adherence would deprive the property owners of the reasonable and continued use of a shared access drive that otherwise meets Code standards for the vast majority of its length and has functioned safely as designed.
5. Applicant statement on VARIANCE 5: Special circumstances exist that are unique to this property because of the proposed realignment of Brice Road. The permitted use and redevelopment of the property is a reasonable use within the zoning district.
 - i. Staff finds that due to the existing building being utilized and the parcel being split to meet the zoning code standards, there are special circumstances that exist to this parcel's redevelopment.
 - ii. Staff finds that in order to utilize the current building, the front setback is necessary for the reasonable use of the land since it currently exists, and the applicant is not increasing the non-conformity. That the strict application of the code would require the existing building to be moved or

- demolished, which staff believes would deprive the property owner of the use of the existing structure.
- iii. Staff does find that the unique business model of Dutch Bros, by not having a public lobby/entrance, was not considered when creating the commercial design standards.
 - iv. Staff also finds that there exist special circumstances with the existing easement for the existing drive aisle, and not granting the variance would deprive other surrounding parcels reasonable use of their land.
 - v. Staff finds that due to the Brice and Main realignment, there are special circumstances making the setback for the Dutch Bro's necessary.
- iv. There must be a deprivation of the beneficial use of land, as opposed to mere loss in value as justification for the variance.
- 1. Applicant statement on VARIANCE 1: Strict enforcement would impair the ability to reasonably develop the property by restricting shared access and installing improvements within an anticipated future right-of-way.
 - 2. Applicant statement on VARIANCE 2: Strict application of the front yard setback requirement would deprive the property of beneficial use rather than result in a mere loss in value. Without the requested variance, the applicant would be unable to subdivide the lot and reuse the existing building as a dental clinic, rendering the structure functionally obsolete.
 - 3. Applicant statement on VARIANCE 3: The strict application of the Code results in a deprivation of the beneficial use of the land rather than a mere loss in value. Because the interior is a secure, employee-only food preparation area, the requirement for a public street-facing entrance is a literal impossibility for this business model. Without this variance, the land cannot be beneficially used for its intended service-only purpose.
 - 4. Applicant statement on VARIANCE 4: Strict application of the Code results in a deprivation of the beneficial use of the land rather than a mere loss in value. Without the requested variance, the existing and functional shared access configuration serving both parcels would be rendered noncompliant despite its limited dimensional deficiency.
 - 5. Applicant statement on VARIANCE 5: Strict application of the front yard setback requirement would deprive the property of beneficial use rather than result in a mere loss in value. Without the requested variance, the City of Reynoldsburg would be unable to realign Brice Road without significant compensation to the landowner to allow for the right of way taking.
 - i. Staff believes that due to the existing location of the building, the taking of right of way, and the limited space remaining for the development and redevelopment of the

site, the strict application of the code restricts the reasonable development of the site, and restricts their ability to provide the parking lot screening.

- ii. Staff is of the opinion that that requiring the existing building to come into compliance with the front building setback would deprive the property owner of the beneficial use of the exiting structure.
 - iii. Staff does agree with the applicant that a building having a public entrance, that does not have any public areas within the building would be burdensome on the applicant.
 - iv. Staff also agrees that without the variance, the beneficial use of land and surrounding parcels that are a part of this easement would be deprived of the beneficial use of land.
 - v. Staff believes that due to the Brice Road realignment, the variance for the setback for the Dutch Bro's is necessary for the beneficial use of land. Once the taking of right of way has been completed, the building will be approximately 24 feet from the right of way, coming into compliance with the current zoning code standard.
- v. There is proof of hardship or practical difficulty created by the strict application of this Code, beyond simply a showing that greater profit will result if the variance is granted. Economic hardship is not grounds for the variance. Furthermore, the hardship complained of is not self-created nor is it established on this basis by one who purchased with or without knowledge of the restrictions. The hardship results from the application of this Code and is suffered directly by the property in question.
- 1. Applicant statement on VARIANCE 1: The difficulty is not self-created. The Code's broad reference to 'other institution for human care' does not account for coordinated commercial developments with shared access and future roadway impacts.
 - 2. Applicant statement on VARIANCE 2: The applicant faces a practical difficulty created by the strict application of the Code. The hardship is not economic in nature and is not self-created, but results from the existing placement of the building relative to the right-of-way. The hardship is inherent to the property and arises directly from the application of current setback standards to an existing structure.
 - 3. Applicant statement on VARIANCE 3: The applicant faces a practical difficulty created by the strict application of the Code. This difficulty is not self-created but arises from the evolution of modern, contactless service models that the current Code did not anticipate. This is not an economic request, but an operational necessity to maintain the security and integrity of the "employee-only" interior.
 - 4. Applicant statement on VARIANCE 4: The applicant faces a practical difficulty created by the strict application of current

dimensional standards to an existing driveway configuration. This difficulty is not self-created and is not economic in nature, but instead results from the constraints of recorded easement rights and existing development patterns.

5. Applicant statement on VARIANCE 5: The applicant faces a practical difficulty created by the strict application of the Code. The hardship is not economic in nature and is not self-created, but results from the City of Reynoldsburg's proposed Brice Road realignment project. The hardship is inherent to the property and arises directly from the application of current setback standards.
 - i. Staff believes that there is reasonable practical difficulty with utilizing the existing building and redeveloping the rest of the site with circulation, that parking lot screening is not possible in this case.
 - ii. Staff is of the opinion that there is a reasonable practical difficulty with the applicant wanting to use the existing building that has a non-conforming setback.
 - iii. Staff agrees with the applicant that the code has not contemplated this modernized form of service. That the strict application of the code would create the practical difficulty.
 - iv. Staff agrees with the applicant that there is practical difficulty created from the strict application of the code with the recorded easement agreement, and the existing driveway/aisle that exists for other neighboring parcels to use.
 - v. Staff believes that the difficulty of the Dutch Bro's setback is created from the Brice Road realignment.
- vi. The variance is necessary for the reasonable use of the land or building, and the variance as granted is the minimum variance that will accomplish this purpose.
 1. Applicant statement on VARIANCE 1: The requested variance represents the minimum relief necessary to allow reasonable use of the property.
 2. Applicant statement on VARIANCE 2: The requested variance represents the minimum relief necessary to allow reasonable use of the property. The variance applies only to the existing front yard setback of the dental clinic building and does not increase or expand the existing nonconformity. The nonconformity will be entirely removed from the Dutch Bros lot.
 3. Applicant statement on VARIANCE 3: The requested variance is the minimum necessary to allow the business to operate. The applicant remains committed to other site design requirements, including building materials, windows, building height, landscaping, bicycle parking and vehicle parking, and crosswalks, ensuring the building remains an asset to the Reynoldsburg

streetscape.

4. Applicant statement on VARIANCE 4: The requested variance represents the minimum necessary relief. The variance applies only to the southerly approximately twenty-five (25) feet of the driveway and does not affect the remaining portion of the drive aisle, which meets or exceeds Code requirements.
5. Applicant statement on VARIANCE 5: The requested variance represents the minimum relief necessary to allow reasonable use of the property. The variance applies only to the front yard setback of Parcel A, adjacent to Brice Road. The nonconformity will be temporary until the right of way acquisition along the western portion of Parcel A for the Brice Road realignment.
 - i. Staff is of the opinion that based on the applicant's request, the variances requested are the minimum variances necessary to accomplish their purpose of redevelopment. That the applicant is not requesting more variances than what is necessary, based on the site plan provided for all variances.
- vii. The variance will not impair an adequate supply of light and air to adjacent property, substantially increase the congestion in the public streets, increase the danger of fire, endanger the public safety, or substantially diminish or impair property values of the adjacent area.
 1. Applicant statement on VARIANCE 1: Approval will maintain clear sightlines and safe circulation and will not negatively affect surrounding property values.
 2. Applicant statement on VARIANCE 2: This nonconforming setback exists today and the building is being reduced from 15,000 SF to 10,000 SF so the conditions of adequate supply of light and air to adjacent property will be improved. Redevelopment of the vacant pharmacy into a new mixed-use project will benefit neighboring property values. The nonconformity will be entirely removed from half of the existing property and only apply to the lot for the dentist.
 3. Applicant statement on VARIANCE 3: The variance will not increase congestion or endanger public safety. By removing the requirement for a street-facing public door, the site actually enhances safety by clearly directing pedestrian and vehicular traffic to intended areas (like the walk-up window and outdoor patio area), thereby reducing potential points of conflict between cars and pedestrians on the primary frontages.
 4. Applicant statement on VARIANCE 4: The variance will not increase congestion or endanger public safety. The shared driveway has operated safely under existing conditions, and the limited reduced-width segment connects directly to a code-compliant drive aisle. Approval of the variance will not diminish surrounding property values.

5. Applicant statement on VARIANCE 5: This variance will increase safety by aligning the three lanes of traffic on Brice Road north of Main Street with the existing the land of traffic south of Main Street. The Brice Road capital improvement project to realign the roadway and the redevelopment of the vacant pharmacy into a new mixed-use project will benefit neighboring property values.
 - i. Staff is of the opinion these factors have been met by the applicant for the variances requested.
- viii. The variance will not confer on the property owner any special privilege that is unduly denied by this Code to other land, structures, or buildings in the same district.
 1. Applicant statement on VARIANCE 1: This variance does not confer a special privilege but recognizes site-specific development constraints.
 2. Applicant statement on VARIANCE 2: The variance will not confer a special privilege that is denied to other properties in the same zoning district. The request is based solely on an existing and unique site condition and would apply equally to other properties with similar existing nonconforming setbacks.
 3. Applicant statement on VARIANCE 3: This variance does not confer a special privilege. It provides a necessary adjustment for any “service-only” business model that does not permit public entry, ensuring they are not forced to install non-functional architectural elements.
 4. Applicant statement on VARIANCE 4: This variance does not confer a special privilege. It provides relief based solely on a unique and existing access condition related to a recorded easement arrangement specific to the subject parcels.
 5. Applicant statement on VARIANCE 5: The variance will not confer a special privilege that is denied to other properties in the same zoning district. The request is based solely on a unique site condition and would apply equally to other properties impacted by right of way taking to realign a public road right of way.
 - a. Staff is of the opinion that granting variance 1 would not confer special privileges as the parking lot screening is not possible with the existing building and the reasonable development of the other building. Both sites require circulation throughout the site for both sites to be utilized, so there is a limit of space available for this standard.
 - b. Staff is of the opinion that granting variances 2 and 4 will not confer special privileges due to existing and unique circumstances of both the building and the driveway being existing. That due to the subdivision of the lot, both would have to come into compliance which would deprive the property owner of the beneficial use of land.
 - c. Staff is of the opinion that variance 3 would not confer the

- property owner special privileges, because the commercial design standards did not address a building that did not have a public entrance/public area within the building when creating the commercial design standards, due to it being a “service only” building.
- d. Staff is of the opinion that variance 5 would not confer special privileges as the development is being impacted by the Brice Road realignment.
- ix. No nonconforming use of neighboring land or structures in the same district and no permitted or nonconforming use of land or structures in other districts are considered as grounds for approval of the variance.
- 1. Applicant statement for VARIANCE 1: The request is based solely on the conditions of the proposed development and future roadway improvements.
 - 2. The applicant states for VARIANCES 2-5 that this request is based solely on the merits of the subject property and its operational requirements. That no nonconforming uses of neighboring land or structures in other districts have been considered as grounds for this approval.
 - 3. Staff is of the opinion that the variances requested are not based off of neighboring properties based on the applicant’s response.
- x. The variance is not a matter of convenience when other remedies are available within the provisions of this Code.
- 1. Applicant statement on VARIANCE 1: This request is not based on convenience. The breadth of the term ‘institution for human care’ raises questions about applicability to similar service uses, and strict application results in an impractical outcome.
 - 2. Applicant statement on VARIANCE 2: This variance request is not a matter of convenience. No alternative remedy exists within the strict provisions of the Code that would allow the reasonable reuse of the existing building. The variance is necessary to enable renovation and continued productive use of the structure.
 - 3. Applicant statement on VARIANCE 3: This is not a matter of convenience; no other remedy exists within the Code to address a building without a public interior. A variance is the only method to reconcile the operational reality of the business with the City's zoning requirements.
 - 4. Applicant statement on VARIANCE 4: This request is not a matter of convenience. No reasonable alternative exists within the strict provisions of the Code to correct the dimensional deficiency without eliminating or substantially altering the existing shared access drive.
 - 5. Applicant statement on VARIANCE 5: This variance request is not a matter of convenience. No alternative remedy exists within the strict provisions of the Code that would allow the reasonable use of the property for redevelopment. The variance is necessary to

construct the realignment of Brice Road by the City of Reynoldsburg in the next 2-3 years.

- a. Staff is of the opinion that the requested variances for parking lot screening, maximum building setback, primary public entry, and drive aisle are necessary and not a matter of convenience due to unique and existing circumstances, the Brice Road realignment, and the commercial design standards not addressing a “service only” building with no public interior space. Staff has also worked with the applicant going over multiple reviews of the site layout to ensure all zoning code requirements could be met and were able to eliminate at least one variance prior to coming before the board. Staff believes that the applicant has provided the best possible layout with the least number of variances. The variances requested are not a matter of convenience but are necessary for the reasonable development of the site.

3. Recommendation

Staff does agree that the variances requested for the parking lot screening, existing building setback and the Dutch Bros setback, a public entrance on the front façade and the granting the existing drive-aisle width as necessary. That these are not a matter of convenience, but necessary for the reasonable use of land and structure on the site.

Staff believes that in regards to the parking lot screening variances, the use of the existing building, along with the requires shared circulation on the site for both parcels, the realignment of Brice Road with the future taking of right of way, and the limited ability of the redevelopment of the entire project, that this variance is necessary due to unique and limiting factors not generally found on other parcels within the city.

Staff believes that in regards to the maximum setback variances, that the variance for the existing building is necessary due to the reuse of the building and that it is existing and not a matter of convenience. That the variance requested for the building setback for the Dutch Bros is necessary due to the Brice Road realignment and once the realignment is done, the building will be approximately 24 feet from the right of way, which falls in the permitted building setback. This is only due to the unique circumstances of wanting to develop the site prior to the realignment that this variance is necessary.

Staff believes that in regards to the variance for the existing drive aisle width for multiple sites to the East and the North of the site, that this variance is necessary to continue to allow the existing easements for multiple landlocked parcels to access their site. It is due to the subdividing of this parcel that the variance is necessary.

Staff believes with regards to the public entrance on the front façade of the building, that staff did not contemplate a commercial building that did not have an indoor public area within the building. That the commercial design standard should not be applicable if there is no public

entrance into the building, and providing one could be a safety issue for the workers in the building.

Based on all of the information provided above, staff would recommend that the Planning and Zoning Board approve all five requested variances.





Engineers, Surveyors, Planners, Scientists

MEMO

Date: May 12, 2026
To: Phoenix Buathier, Development Assistant
From: Mitchell Yake, City Engineer
Subject: 6320 East Main Street Variance Request – Staff Report
Copies: Eric Meyer, Director of Development

On behalf of the City of Reynoldsburg, EMH&T conducted a preliminary engineering review of the Site Plan for the 6320 East Main Street (lot split and redevelopment) proposed project on an existing 1.98-acre lot. The Variance Request for this project has been submitted and is currently under review. The property is located at the northeast corner of the East Main Street and Brice Road intersection and is zoned BMD. The applicant intends to split the existing lot into two (2) parcels (Parcel A the west, Parcel B the east). Parcel A would be for a proposed Dutch Brother's Coffee shop (1,025 SF) with a drive-through. Parcel B would remodel the existing building, formerly a Walgreens Pharmacy (10,000 SF), and be utilized as a dentist office and includes the private driveway to 6340 E Main St. Any Variance Request for the project is detailed in a section of this report. The following summarizes our findings and recommendations with respect to this project.

ROADWAY ACCESS AND PARKING

1. There are two existing access points that allow patrons to access both Parcel A (proposed coffee shop) and Parcel B (proposed dental office). One is located on the east side of Brice Road (30 ft wide) and one on the north side of East Main Street (30 ft wide). Both access points provide two-way traffic into and out of the site.
2. A third access point exists on East Main Street on Parcel B serving as the driveway to 6340 and 6350 East Main Street. This driveway is to remain as is.
3. Internal two-way access drives are located on the north side of Parcels A and B, as well as the east side of Parcel B and a shared access drive between the two parcels to the west of Parcel B. The widths range from 30 ft to 22 ft starting at Brice Rd access point and heading east and then south on the east side of Parcel B. Parcel B also has a two-way access drive on the south side of the building (24 ft wide) that connects to the north-south access drive between the two properties (minimum width 22 ft). The Site Plan indicates that customers of both businesses may use either access point to enter or exit the parcels.
4. The drive-through lane width is 12 ft wide at the entrance and the exit. There is one short segment of the drive-through lane (before the pick-up window) that narrows to 10 ft and then opens back up to a 12 ft width. The drive-through lane has an adjacent escape lane to the right, and the escape lane is 12 ft in width as well. Both lanes collectively, have a minimum width of 24 ft until both lanes merge into one exit lane (12 ft width) at the south end of Parcel A.

5. The Trip Generation Statement and Drive-Through Analysis Memo is proposing to block off the shared access drive (between the proposed coffee shop and the dental clinic) at the north side of the two-way access drive during peak times for the coffee shop. As it is understood, it would make this access drive a one-way access exclusively for the coffee shop's peak period duration. All customers for the coffee shop would be required (during peak period) to access the drive-through lane from the south side of proposed dental clinic, onto the proposed temporary one-way access. Although it is not completely clear, the applicant has proposed this rerouting of customer traffic to two one-way lanes to allow "11 vehicles of double-lane stacking between the Dutch Bros Coffee Shop and dental office building during peak periods. There is no indication there would be an escape lane on the shared used access drive between the coffee shop and the dental clinic during this time. However, a comment has been made on the Site Plan to clarify the peak hour proposal, and to include a Site Plan for the peak period showing wayfinding signage, traffic flow, and to clarify if the intent is to have an escape lane in this area during peak hours.
6. There is a proposed sign to be posted at the south entrance of the shared drive access (presumably anticipating peak period traffic flow) which states; "LINE FULL PLEASE USE WALK-UP". A comment was made in the site plan to describe how a customer would navigate a turn in this area during peak hours and then reroute to a parking space on Parcel A. This general area is where the drive-through exit converges with the entrance of the shared use drive between the buildings.
7. Parking facilities include 14 spaces (with 1 ADA space) on Parcel A and 45 spaces (with 2 ADA spaces and 1 EV charging space) on Parcel B. All parking stalls are 9 ft by 18 ft. Based on Zoning Code requirements, the proposed parking count and layout are adequate.
8. Traffic impacts based on the submitted Trip Generation Statement and Drive-Through Analysis indicate that the redevelopment is expected to generate fewer than 50 new external trips per hour. Therefore, a traffic study is not anticipated to be required.
9. Per Code Requirements, a Landscape Plan was not included. A comment has been made to include on the Site Plan for both proposed projects.

UTILITIES

10. Per City records, there are two existing 8-inch water mains (built in 1954), one runs north and south on Brice Road and the second water main runs east and west on East Main Street. It is unsure which water main currently or will service the project since it was not included on the submitted Site Plan. A comment was made to show all existing utilities, the location of the tie-ins and all proposed service lines for the project.
11. Per City records, the existing 8-inch sanitary sewer (built in 1978) is located above the northwest corner of the project. The existing building service connects to that 8-inch sewer. However, neither the existing nor proposed utility service lines were included on the Site Plan, so it is unclear if the existing service will be utilized. A comment was made to show all existing utilities, the location of the tie-ins and all proposed service lines for the project.

STORMWATER

12. Per City records, stormwater from the existing site is collected by catch basins throughout the parking lot and conveyed to the 24-inch storm sewer on East Main Street. The plans do not indicate where the proposed building's stormwater services will tie in. A comment was provided requesting that the

applicant show all existing stormwater infrastructure, identify tie-in locations, and depict all proposed stormwater service lines on the Site Plan.

13. Because the site is currently almost entirely impervious, the proposed redevelopment is expected to have minimal impact on overall stormwater quantity, and therefore quantity control will not be required. However, the project site encompasses 1.983 acres and may involve more than one acre of earth disturbance. If confirmed, this would trigger stormwater quality treatment requirements under applicable regulations. A comment was made requesting that the applicant provide the anticipated total disturbed area to determine whether stormwater quality measures will be required.

VARIANCES

14. The project requests a Variance from Section 1105.01.G.iii for Parking Lot Screening, due to shared traffic circulation configuration between the two parcels.
15. The project requests a Variance from Section 1103.15(III) to allow an existing Front Yard Building Setback (Parcel B) of approximately 96.8 feet from the public right-of-way, where a maximum front yard setback of 45 feet is otherwise permitted.
16. The project requests a Variance from Section 1105.21.C.i, which requires the primary entry of a structure to face the primary street frontage for Parcel A, Dutch Brother's Coffee.
17. The project requests a Variance from Section 1105.01(G)(vi) of the Reynoldsburg Zoning Code, to maintain an existing nonconforming drive aisle segment of 17.5 feet on the east end of site serving 6340 and 6350 East Main Street. Code requires a minimum width of 22 feet.

OTHER

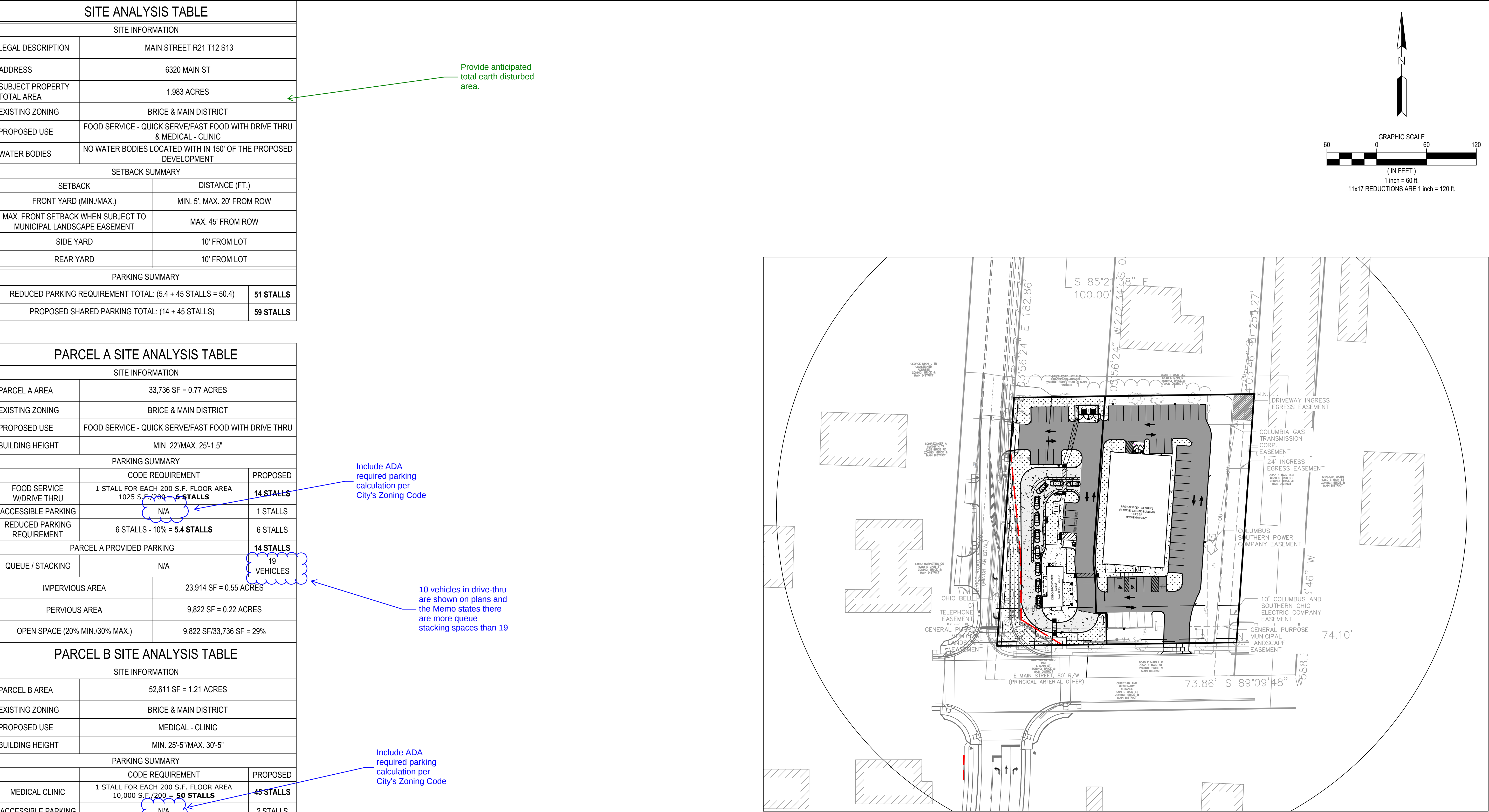
18. The proposed site improvements fall within the anticipated influence area of the City's planned Brice Road and East Main Street improvement project. As currently configured, aspects of the site layout—particularly the drive through aisle of Dutch Bro's Coffee may conflict with or become infeasible due to future roadway modifications. It is recommended that the applicant review the Site Plan and Site Grading to demonstrate a layout that will remain functional and compliant once the City's intersection project is constructed. This includes adjusting access locations, internal circulation patterns, and site features to ensure safe and efficient operation within the future right-of-way and traffic environment. The City anticipates construction of the Brice Road and East Main Street intersection project in 2028, with design scheduled to begin in July 2026. The City has already secured over \$6 million in funding for this effort, which will realign the intersection to improve safety and efficiency for motorists and pedestrians.

4/30/2026 12:05:30 PM

SITE ANALYSIS TABLE		
SITE INFORMATION		
LEGAL DESCRIPTION	MAIN STREET R21 T12 S13	
ADDRESS	6320 MAIN ST	
SUBJECT PROPERTY TOTAL AREA	1.983 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	FOOD SERVICE - QUICK SERVE/FAST FOOD WITH DRIVE THRU & MEDICAL - CLINIC	
WATER BODIES	NO WATER BODIES LOCATED WITH IN 150' OF THE PROPOSED DEVELOPMENT	
SETBACK SUMMARY		
SETBACK	DISTANCE (FT.)	
FRONT YARD (MIN./MAX.)	MIN. 5', MAX. 20' FROM ROW	
MAX. FRONT SETBACK WHEN SUBJECT TO MUNICIPAL LANDSCAPE EASEMENT	MAX. 45' FROM ROW	
SIDE YARD	10' FROM LOT	
REAR YARD	10' FROM LOT	
PARKING SUMMARY		
REDUCED PARKING REQUIREMENT TOTAL: (5.4 + 45 STALLS = 50.4)		51 STALLS
PROPOSED SHARED PARKING TOTAL: (14 + 45 STALLS)		59 STALLS

PARCEL A SITE ANALYSIS TABLE		
SITE INFORMATION		
PARCEL A AREA	33,736 SF = 0.77 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	FOOD SERVICE - QUICK SERVE/FAST FOOD WITH DRIVE THRU	
BUILDING HEIGHT	MIN. 22"/MAX. 25'-1.5"	
PARKING SUMMARY		
	CODE REQUIREMENT	PROPOSED
FOOD SERVICE W/DRIVE THRU	1 STALL FOR EACH 200 S.F. FLOOR AREA 1025 S.F./200 = 5.125 STALLS	14 STALLS
ACCESSIBLE PARKING	N/A	1 STALLS
REDUCED PARKING REQUIREMENT	6 STALLS - 10% = 5.4 STALLS	6 STALLS
PARCEL A PROVIDED PARKING		14 STALLS
QUEUE / STACKING	N/A	19 VEHICLES
IMPERVIOUS AREA		23,914 SF = 0.55 ACRES
PERVIOUS AREA		9,822 SF = 0.22 ACRES
OPEN SPACE (20% MIN./30% MAX.)		9,822 SF/33,736 SF = 29%

PARCEL B SITE ANALYSIS TABLE		
SITE INFORMATION		
PARCEL B AREA	52,611 SF = 1.21 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	MEDICAL - CLINIC	
BUILDING HEIGHT	MIN. 25'-5"/MAX. 30'-5"	
PARKING SUMMARY		
	CODE REQUIREMENT	PROPOSED
MEDICAL CLINIC	1 STALL FOR EACH 200 S.F. FLOOR AREA 10,000 S.F./200 = 50 STALLS	45 STALLS
ACCESSIBLE PARKING	N/A	2 STALLS
EV PARKING	1 EV SUPPLY SYSTEM EQUIPMENT (EVSE) INSTALLED FOR 20 OR MORE PARKING SPACES	1 STALLS
REDUCED PARKING REQUIREMENT	50 STALLS - 5 (10% PUBLIC TRANSIT REDUCTION) = 45 STALLS	45 STALLS
PARCEL B PROVIDED PARKING		45 STALLS
IMPERVIOUS AREA	39,437 SF = 0.91 ACRES	
PERVIOUS AREA	13,174 SF = 0.30 ACRES	
OPEN SPACE (20% MIN./30% MAX.)	13,174 SF/52,611 SF = 25%	



WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT OHIO UTILITIES PROTECTION SERVICE (OUPS) BEFORE YOU DIG AT 811 OR 1-800-362-2764 AT LEAST 2 BUSINESS DAYS IN ADVANCE (EXCLUDING THE DAY OF THE REQUEST, HOLIDAYS AND WEEKENDS) FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
CALL BEFORE YOU DIG

OHIO811 BEFORE YOU DIG

DIAL 811
TOLL FREE: 800-362-2764

1500 LAKE SHORE DRIVE
SUITE 100
COLUMBUS, OH 43204
WWW.STANTEC.COM

CLIENT:

RIDGECREST REYNOLDSBURG I LLC
3700 74TH STREET
BROOKLYN PARK, MN 55443

**6320 E MAIN ST
REDEVELOPMENT**
REYNOLDSBURG, OHIO

PROJECT TITLE:

1

ISSUE NO.:

1

DESCRIPTION:

SITE PLAN - CLIENT REVIEW

DATE:

01/28/2026

CERTIFICATION:

STATE OF OHIO
JESSICA J. MCCLORY
REGISTERED PROFESSIONAL ENGINEER
86136

PROJECT NO.:

190300623

DWN BY:

MED

CHK'D BY:

LDC

APP'D BY:

JJM

ISSUE DATE:

02/26/2026

ISSUE NO.:

#1

SHEET TITLE:

OVERALL SITE PLAN

SHEET NO.:

C-100

*All submissions must include a physical and digital copy. The physical copy may be dropped off or mailed to the address above. The digital copy can be submitted to the Building Department at: permit@reynoldsburg.gov

*Please know that an application will not be processed until payment has been received.

PLANNING AND ZONING BOARD VARIANCE AND CONDITIONAL USE APPLICATION

Property Address:	Parcel ID#(s):
-------------------	----------------

I. PROPERTY OWNER OF RECORD

Property Owner Name(s):	
Contact Email:	Contact Phone Number:

II. BUSINESS/TENANT INFORMATION (IF APPLICABLE)

Business Name:	Contact Name:
Contact Email:	Contact Phone Number:
Description of Use:	

III. APPLICANT INFORMATION

Applicant Name:	Applicant Address:
Applicant Phone Number:	Applicant Email:
☐ Property Owner ☐ Business Owner/Tenant ☐ Contractor ☐ Architect/Engineer ☐ Owner's Consent Attached.	

PROJECT INFORMATION

CHECK AND DESCRIBE IF APPLICABLE: ☐ Variance ☐ Conditional Use ☐ Variance or Conditional Use Extension (\$50)

☐ Residential (single-family residential only)(\$200) ☐ Non-Residential (all residential except single-family residential)(\$450) ☐ Engineering Report (\$750 [min])

Description of Project: _____

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature: _____ Date: _____

*By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner. *

****OFFICE USE ONLY****

* Revised 2026

Additional Notes:	Zoning District: _____	PZB Meeting Date: _____ ☐ Approved as Submitted ☐ Approved w/ Conditions ☐ Tabled ☐ Denied ☐ Withdrawn
	<u>Additional Approval Required</u>	
	☐ Major/Minor Site Plan	
	☐ Other: _____	
P&Z Administrator: _____		Date: _____

Section 1109.13

CONDITIONAL USES

Initiating a Conditional Use

A conditional use application shall be submitted to the Planning & Zoning Administrator at least twenty-one (21) days prior to a regularly scheduled meeting of the Planning and Zoning Board (PZB) according to the published meeting Calendar.

The Board may determine that additional studies or expert advice are necessary to evaluate a proposed Conditional Use relative to the requirements of the Code. *See next page for more details.*

Along with a completed application form, please submit three (3) hardcopy packets of all required items. Please also submit one (1) electronic copy, a PDF of the completed application and packet.

What information must be provided with a Conditional Use?

An application for a Conditional Use shall be submitted using the attached form and shall include the following:

- ☐ Description of the zoning district and existing uses of adjacent lots;
- ☐ A statement of the conditional use for which the application is submitted;
- ☐ Including a description of the activities proposed on the subject property, the goods and services sold or provided, hours of operation, anticipated number of employees, nature and volume of delivery activity, and other information which will assist the PZB with understanding the nature of the proposed use and its potential impacts;
- ☐ A plan of the proposed site and improvements showing the proposed location of all structures, parking and loading areas, streets and traffic accesses, open spaces, refuse and service areas, utilities, signs, yards, landscaping, and other relevant features;
- ☐ A narrative statement describing the compatibility of the proposed use with the existing uses of adjacent lots and with the Land Use Plan, including an evaluation of the effects on adjoining lots of such elements as traffic circulation, noise, glare, odor, fumes, vibration, and storm water, and any measures proposed to mitigate such effects;

- ☐ A narrative addressing each of the applicable criteria set forth in section 1109.13.D (see next page);
- ☐ Such other information as the PZB deems necessary to make a determination of the compliance of the proposed use with the applicable standards and regulations. Such additional information may include, but shall not be limited to:
 - Traffic impact analysis;
 - Storm water impact analysis; and/or
 - Utility impact analysis.

How much will a Conditional Use cost?

The fee for a Conditional Use is two hundred dollars (\$200) for a residential conditional use, and four hundred and fifty dollars (\$450) for all other conditional use requests

Conditional Uses may be subject to additional engineering review and multiple reviews may require additional engineering fees.

What is the time frame for review of a Conditional Use Permit?

An application for a Conditional Use Permit will take approximately one to two months. The Planning and Zoning Administrator will review the application and determine if it warrants public review. If it is determined it needs public review, the application will then be placed on the next Planning and Zoning Board Meeting.

Who may I call if I have questions?

Contact the Planning & Zoning Administrator at 614-322-6850

OR Visit our website at:

<https://www.reynoldsburg.gov/166/Development-Department>

Section 1109.13.D

STANDARDS FOR ALL CONDITIONAL USES

Upon reviewing an application for a conditional use, the Planning and Zoning Administrator or the Planning and Zoning Board (PZB), as applicable, shall consider whether the application provides adequate evidence that the proposed conditional use is consistent with the following standards:

- ☐ The proposed use shall be in harmony with the existing or intended character of the zone or district and nearby affected zones and districts and shall not change the essential character of the zones and districts;
- ☐ The proposed use shall not adversely affect the use of adjacent property;
- ☐ The proposed use shall not adversely affect the health, safety, morals, or welfare of persons residing or working in the neighborhood;
- ☐ The proposed use shall be served adequately by public facilities and services such as, but not limited to, roads, police and fire protection, storm water facilities, water, sanitary sewer, and schools;
- ☐ The proposed use shall not impose a traffic impact upon the public right-of-way significantly different from that anticipated from permitted uses of the zone or district;
- ☐ The proposed use shall be in accord with the general and specific objectives, and the purpose and intent of this Zoning Code and the Land Use Plan and any other plans and ordinances of the City;
- ☐ The proposed use complies with the applicable specific provisions and standards of this Code;
- ☐ The proposed use shall be found to meet the definition and intent of a use specifically listed as a conditional use in the zone or district in which the subject property is situated.

In approving a conditional use, the Planning and Zoning Administrator or the PZB, as applicable, may impose such conditions as deemed necessary to protect the public welfare, preserve the purpose and intent of this Code, to protect the character of the surrounding properties and neighborhood affected by the proposed use, and to mitigate the special impacts of the use. Such conditions may include, but shall not be limited to:

- Locations, setbacks, and configurations of structures and of uses of interior and exterior spaces;
- Screening comprised of landscaping, walls, fencing or other materials or construction;
- Access points and traffic management provisions, including those impacting vehicular and pedestrian access and the locations and design of parking facilities;
- Noise control measures, including those regulating loudspeakers or irregular vehicular or equipment noise;
- Other features of construction, including but not limited to paving and parking, signs, and landscaping;
- Hours and method of operation
- Maintenance of the site, structures, landscaping;
- Means of controlling glare, vibration, odors, dust, smoke, hazardous materials, refuse matter, water-carried waste, and storm water; and
- A time limit for operation of the use, if temporary operation is determined to be a typical characteristic of the proposed use or otherwise appropriate given unique circumstances of the proposed use.

Section 1109.11 VARIANCES

Initiating a Variance Request

A variance application shall be submitted to the Planning & Zoning Administrator at least twenty-one (21) days prior to the regularly scheduled meeting of the Planning and Zoning Board (PZB) according to the published meeting Calendar.

What information must be provided for a Variance?

A property owner seeking a Variance shall submit a written request for Variance on forms provided by the Planning & Zoning Administrator. Such request shall include the following:

- ☐ Name, address, and telephone number of the property owner(s) and owner's agent(s);
- ☐ Legal description, address, tax district and parcel number of the property;
- ☐ A description of the nature of the variance requested and a statement demonstrating the extent to which the requested variance conforms to the standards for variance in this Code (see Section 1109.11.D on next page);
- ☐ Statement of the hardship; and
- ☐ Such other information and exhibits as may be appropriate to establish the facts of the appeal and the grounds for relief.

***Note: The application must be signed by the property owner for the property which pertains to the variance.*

- ☐ Along with a completed application form, please submit three (3) hard copy packets of all required items. Please also submit a PDF of the completed application and packet.

What is the time frame for a variance request?

In general the application process takes 30-45 days. Once a variance application has been deemed complete, it will be reviewed and placed on the next PZB agenda at the discretion of the Planning and Zoning Administrator. The PZB can hold the application but a decision must be reached by the Board within sixty (60) days of the PZB hearing.

Why might you request a Variance?

To allow development of property prohibited by current zoning if such development will not adversely affect the surrounding property or neighborhood and if the PZB is satisfied that it will alleviate some hardship or difficulty.

How much will a Variance cost?

The fee for a variance is two hundred dollars (\$200) for a residential variance, and four hundred and fifty dollars (\$450) for all other variance requests.

Variances may be subject to additional engineering review and multiple reviews may require additional engineering fees.

What are the next steps after a Variance approval?

The approved variance will need to be officially documented through the issuance of a zoning certificate or a zoning sign permit depending on the type of variance. Any action of the PZB granted a variance shall be valid for a period of 12 months.

Who may I call if I have questions?

Contact the Planning & Zoning Administrator at 614-322-6850

OR Visit our website at:

<https://www.reynoldsburg.gov/166/Development-Department>

Section 1109.11.D

STANDARDS FOR VARIANCE

No variance in the strict application of the provisions of this Code shall be granted unless the Planning and Zoning Board makes specific findings of fact, based on the evidence presented to it, which supports conclusions that the variance conforms to the following standards:

- ☐ The variance is in accord with the general purpose and intent of the regulations imposed by this Code in the district in which it is located, and shall not be injurious to the area or otherwise detrimental to the public welfare.
- ☐ The variance will not permit the establishment of any use which is not otherwise listed as a permitted use or a conditional use in the zone or district in which the subject property is situated.
- ☐ There exist special circumstances or conditions, fully described in the findings, applicable to the land or structures for which the variance is sought, which are peculiar to such land or structures and which do not apply generally to land or structures in the area, and which are such that the strict application of the provisions of this Code would deprive the property owner of the reasonable use of such land or structures.
- ☐ There is deprivation of beneficial use of land, as opposed to mere loss in value as justification for the variance.
- ☐ There is proof of hardship or practical difficulty created by the strict application of this Code, beyond simply a showing that greater profit will result if the variance is granted. Economic hardship is not grounds for the variance. Furthermore, the hardship complained of is not self-created nor is it established on this basis by one who purchased with or without knowledge of the restrictions. The hardship results from the application of this Code and is suffered directly by the property in question.
- ☐ The variance is necessary for the reasonable use of the land or building, and the variance as granted is the minimum variance that will accomplish this purpose.
- ☐ The variance will not impair an adequate supply of light and air to adjacent property, substantially increase the congestion in the public streets, increase the danger of fire, endanger the public safety, or substantially diminish or impair property values of the adjacent area.
- ☐ The variance will not confer on the property owner any special privilege that is unduly denied by this Code to other land, structures, or buildings in the same district.
- ☐ No nonconforming use of neighboring land or structures in the same district and no permitted or nonconforming use of land or structures in other districts are considered as grounds for approval of the variance.
- ☐ The variance is not a matter of convenience when other remedies are available within the provisions of this Code.

Date: **May 13, 2026**

To: **City of Reynoldsburg Planning and Zoning Board**
From: **Trent Mayberry**

RE: **Dutch Bros Coffee Variance Request for Section 1105.01.G.iii**
(Parking Lot Screening)

Project Address: **6320 Main Street**
PID: **060-008388**

Nature of Variance Requested

This application requests a variance from Section 1105.01.G.iii, which requires screening for parking lots containing more than ten (10) parking spaces when located within fifty feet (50') of a dwelling, school, hospital, or other institution for human care.

The proposed development consists of a coffee shop located adjacent to a proposed dental office. Both uses are proposed and neither site is currently developed. The two developments are designed with a shared drive aisle consisting of a 22-foot drive lane on the coffee shop site and a 2-foot drive lane on the dental office site, providing a combined 24-foot shared drive aisle.

Due to this shared circulation configuration, it is not feasible to provide screening between the two uses without obstructing access, impairing vehicular circulation, and creating safety concerns. In addition, the coffee shop site is impacted by the planned Brice Road realignment, which includes anticipated future property acquisition. Installation of permanent screening improvements in this location would conflict with the planned roadway project and would likely require removal upon implementation.

Section 1101.01.G.iii STANDARDS FOR VARIANCE

Findings of Fact

1. Intent and Public Welfare

The variance is consistent with the intent of the Code. Because both the coffee shop and dental office are proposed uses, the site has been intentionally designed with shared access and circulation. Requiring screening along a shared drive aisle would create safety conflicts and undermine the intended coordinated site design.

2. Permitted Use

The request does not seek an unpermitted use. Both the proposed coffee shop and proposed dental office are permitted uses within the zoning district. The variance is limited solely to a screening standard.

3. Special Circumstances and Reasonable Use

A special circumstance exists due to the shared drive aisle between two proposed developments and the planned Brice Road realignment. Strict application of the Code would require screening in a location that does not function as a parking edge but as a shared circulation corridor.

4. Deprivation of Beneficial Use

Strict enforcement would impair the ability to reasonably develop the property by restricting shared access and installing improvements within an anticipated future right-of-way.

5. Practical Difficulty

The difficulty is not self-created. The Code's broad reference to 'other institution for human care' does not account for coordinated commercial developments with shared access and future roadway impacts.

6. Minimum Variance

The requested variance represents the minimum relief necessary to allow reasonable use of the property.

7. Public Safety and Property Values

Approval will maintain clear sightlines and safe circulation and will not negatively affect surrounding property values.

8. No Special Privilege

This variance does not confer a special privilege but recognizes site-specific development constraints.

9. No Nonconforming Grounds

The request is based solely on the conditions of the proposed development and future roadway improvements.

10. Not a Matter of Convenience

This request is not based on convenience. The breadth of the term 'institution for human care' raises questions about applicability to similar service uses, and strict application results in an impractical outcome.

.

Conclusion

The proposed variance satisfies all standards set forth in Section 1109.11.D of the Zoning Code and represents the minimum relief necessary. Approval of this variance is respectfully requested.

Date: **May 13, 2026**

To: **City of Reynoldsburg Planning and Zoning Board**
From: **Trent Mayberry**

RE: **Dental Building Variance Request for Section 1103.15 III (Front Yard Building Setback)**

Project Address: **6320 Main Street**
PID: **060-008388**

Nature of Variance Requested

This applicant requests a variance from Section 1103.15.III of the Reynoldsburg Zoning Code to allow an existing front yard building setback of approximately 96.8 feet from the public right-of-way, where a maximum front yard setback of 45 feet is otherwise permitted. The variance applies solely to the portion of the site containing the existing former pharmacy building, which is proposed to be renovated and reused as a dental clinic.

The existing building setback is a legal nonconforming condition that exists today. The proposed project does not increase or expand this nonconformity and will not apply to other portions of the site. The Dutch Bros Coffee development on the remainder of the property complies with all applicable building setback requirements along both street frontages.

Section 1109.11.D STANDARDS FOR VARIANCE

Findings of Fact

1. Intent and Public Welfare

The front yard building setback of 96.8' exists today so it is not injurious to the public. The BMD and Insight Districts encourage a mix of uses, walkways connecting streets to buildings, on-site facilities for pedestrian, bike, and vehicular travel, all of which this project provides. Insight Districts call for more leniency on nonconforming buildings in the case of adaptive reuse such as this. The front yard building setback variance request is only for the dentist lot so this nonconformity will be reduced from what exists today.

2. Permitted Use

The proposed dental clinic is a permitted use within the BMD zoning district. Granting this variance will not permit the establishment of any use that is not otherwise allowed or conditionally permitted under the Code.

3. Special Circumstances and Reasonable Use

Special circumstances exist that are unique to this property, including the presence of an existing commercial building with a front yard setback that exceeds current code standards. The applicant's proposal is limited to the renovation and reuse of this existing structure, a condition that does not apply generally to other properties in the area.

4. Deprivation of Beneficial Use

Strict application of the front yard setback requirement would deprive the property of beneficial use rather than result in a mere loss in value. Without the requested variance, the applicant would be unable to subdivide the lot and reuse the existing building as a dental clinic, rendering the structure functionally obsolete.

5. Practical Difficulty

The applicant faces a practical difficulty created by the strict application of the Code. The hardship is not economic in nature and is not self-created, but results from the existing placement of the building relative to the right-of-way. The hardship is inherent to the property and arises directly from the application of current setback standards to an existing structure.

6. Minimum Variance

The requested variance represents the minimum relief necessary to allow reasonable use of the property. The variance applies only to the existing front yard setback of the dental clinic building and does not increase or expand the existing nonconformity. The nonconformity will be entirely removed from the Dutch Bros lot.

7. Public Safety and Property Values

This nonconforming setback exists today and the building is being reduced from 15,000 SF to 10,000 SF so the conditions of adequate supply of light and air to adjacent property will be improved. Redevelopment of the vacant pharmacy into a new mixed-use project will benefit neighboring property values. The nonconformity

will be entirely removed from half of the existing property and only apply to the lot for the dentist.

8. No Special Privilege

The variance will not confer a special privilege that is denied to other properties in the same zoning district. The request is based solely on an existing and unique site condition and would apply equally to other properties with similar existing nonconforming setbacks.

9. No Nonconforming Grounds

This request is based solely on the merits of the subject property and its existing condition. No nonconforming uses of neighboring land or structures in other districts have been considered as grounds for this approval.

10. Not a Matter of Convenience

This variance request is not a matter of convenience. No alternative remedy exists within the strict provisions of the Code that would allow the reasonable reuse of the existing building. The variance is necessary to enable renovation and continued productive use of the structure.

Conclusion

The proposed variance satisfies all standards set forth in Section 1109.11.D of the Reynoldsburg Zoning Code. The request is justified by the presence of an existing nonconforming building setback, represents the minimum relief necessary, and allows for the beneficial reuse of an existing structure without increasing impacts to the surrounding area.

Additionally, the existing nonconforming front yard building setback that exists today will be reduced. Applicant's new building for Dutch Bros Coffee and the new lot meets code for all building setbacks.

The applicant respectfully requests approval of this variance.

Date: **May 13, 2026**

To: **City of Reynoldsburg Planning and Zoning Board**
From: **Trent Mayberry**

RE: **Dutch Bros Coffee Variance Request for Section 1105.21.C.i
(Primary Street Frontage Entry)**

Project Address: **6320 Main Street**
PID: **060-008388**

Nature of the Variance Requested

This application requests a variance from Section 1105.21.C.i, which requires the primary entry of a structure to face the primary street frontage. The subject property is a proposed **Dutch Bros** coffee location. Due to the unique operational model of Dutch Bros—which utilizes a drive-thru and walk-up service only—the building does not contain a public interior lobby. Consequently, a traditional street-facing pedestrian entrance is functionally incompatible with the site and business.

Section 1109.11.D STANDARDS FOR VARIANCE

Findings of Fact

1. Intent and Public Welfare

The variance is in accord with the general intent of the Code. While the Code seeks to promote active frontages, Dutch Bros achieves this through high-quality architectural standards, including extensive glazing, brick, canopies, an outdoor patio, pedestrian pick-up window, and landscaping, to ensure the site is aesthetically pleasing. Granting this variance will not be detrimental to the public welfare as the building remains a high-quality commercial improvement that ensures a safe and efficient flow of vehicular, bicycle and pedestrian-oriented traffic while serving the needs of the community.

2. Permitted Use

The variance does not seek to establish an unpermitted use. A drive-thru coffee establishment is a permitted use within the district. The request is strictly limited to a design standard regarding the orientation of an entry that, by the nature of the business model, does not exist for public use.

3. Special Circumstances and Reasonable Use

A special circumstance exists due to the unique operational model of Dutch Bros, which excludes public interior access.

- **The Conflict:** Strict application of the Code would require the installation of a “false door” or an entry leading to a secure employee area or the back of fixtures or equipment.
- **The Deprivation:** Requiring a “false” door or an entry that leads to a restricted employee area creates a security risk and a confusing architectural element. Strict adherence would deprive the owner of the reasonable use of a standardized, efficient building prototype that is essential to their specific service model.

4. Deprivation of Beneficial Use

The strict application of the Code results in a deprivation of the beneficial use of the land rather than a mere loss in value. Because the interior is a secure, employee-only food preparation area, the requirement for a public street-facing entrance is a literal impossibility for this business model. Without this variance, the land cannot be beneficially used for its intended service-only purpose.

5. Practical Difficulty

The applicant faces a practical difficulty created by the strict application of the Code. This difficulty is not self-created but arises from the evolution of modern, contactless service models that the current Code did not anticipate. This is not an economic request, but an operational necessity to maintain the security and integrity of the “employee-only” interior.

6. Minimum Variance

The requested variance is the minimum necessary to allow the business to operate. The applicant remains committed to other site design requirements, including building materials, windows, building height, landscaping, bicycle parking and vehicle parking, and crosswalks, ensuring the building remains an asset to the Reynoldsburg streetscape.

7. Public Safety and Property Values

The variance will not increase congestion or endanger public safety. By removing the requirement for a street-facing public door, the site actually enhances safety by clearly directing pedestrian and vehicular traffic to intended areas (like the walk-up window and

outdoor patio area), thereby reducing potential points of conflict between cars and pedestrians on the primary frontages.

8. No Special Privilege

This variance does not confer a special privilege. It provides a necessary adjustment for any “service-only” business model that does not permit public entry, ensuring they are not forced to install non-functional architectural elements.

9. No Nonconforming Grounds

This request is based solely on the merits of the subject property and its operational requirements. No nonconforming uses of neighboring land or structures in other districts have been considered as grounds for this approval.

10. Not a Matter of Convenience

This is not a matter of convenience; no other remedy exists within the Code to address a building without a public interior. A variance is the only method to reconcile the operational reality of the business with the City's zoning requirements.

Conclusion

The proposed variance satisfies all standards set forth in Section 1109.11.D of the Reynoldsburg Zoning Code. The request is justified by unique operational characteristics, represents the minimum relief necessary, and maintains public safety, functionality, and compatibility with the surrounding area. We respectfully request that the Board approve this variance.

Date: **May 13, 2026**

To: **City of Reynoldsburg Planning and Zoning Board**
From: **Trent Mayberry**

RE: **Dutch Bros Coffee Variance Request for Section 1105.01.G.vi
(Minimum Drive Aisle Width)**

Project Address: **6320 Main Street**
PID: **060-008388**

Nature of Variance Requested

This application requests a variance from Section 1105.01(G)(vi) of the Reynoldsburg Zoning Code, which requires a minimum drive aisle width of twenty-two (22) feet. The request seeks approval to maintain an existing nonconforming drive aisle segment that measures approximately seventeen and one-half (17.5) feet in width for a limited portion of a shared driveway serving the properties located at 6340 and 6350 E. Main Street.

The nonconformity is directly related to a recorded driveway easement agreement benefiting both parcels. While the southerly approximately twenty-five (25) feet of the driveway does not meet the current minimum width requirement, the remaining approximately two hundred seventy-five (275) feet of the driveway meets or exceeds the Code-required minimum, and the easement provides a twenty-four (24) foot wide ingress and egress corridor.

Section 1109.11.D STANDARDS FOR VARIANCE

Findings of Fact

1. Intent and Public Welfare

The variance is in accord with the general intent of the Code. The purpose of the minimum drive aisle width standard is to ensure safe and efficient vehicular circulation. This intent is satisfied because the vast majority of the shared driveway meets or exceeds Code requirements, and the reduced-width segment is limited in length and has operated safely under existing conditions.

2. Permitted Use

The variance does not seek to establish any use that is not otherwise permitted or conditionally permitted in the zoning district. The request relates solely to an existing access condition serving permitted uses on the subject parcels.

3. Special Circumstances and Reasonable Use

A special circumstance exists due to the presence of a long-standing, recorded driveway easement agreement governing shared access between the properties at 6340 and 6350 E. Main Street.

- **The Conflict:** Strict application of the Code would require widening or reconfiguring a short segment of the existing driveway that is constrained by recorded easement geometry and existing site conditions outside of the landowner's control.
- **The Deprivation:** Strict adherence would deprive the property owners of the reasonable and continued use of a shared access drive that otherwise meets Code standards for the vast majority of its length and has functioned safely as designed.

4. Deprivation of Beneficial Use

Strict application of the Code results in a deprivation of the beneficial use of the land rather than a mere loss in value. Without the requested variance, the existing and functional shared access configuration serving both parcels would be rendered noncompliant despite its limited dimensional deficiency.

5. Practical Difficulty

The applicant faces a practical difficulty created by the strict application of current dimensional standards to an existing driveway configuration. This difficulty is not self-created and is not economic in nature, but instead results from the constraints of recorded easement rights and existing development patterns.

6. Minimum Variance

The requested variance represents the minimum necessary relief. The variance applies only to the southerly approximately twenty-five (25) feet of the driveway and does not affect the remaining portion of the drive aisle, which meets or exceeds Code requirements.

7. Public Safety and Property Values

The variance will not increase congestion or endanger public safety. The shared driveway has operated safely under existing conditions, and the limited reduced-width segment connects directly to a code-compliant drive aisle. Approval of the variance will not diminish surrounding property values.

8. No Special Privilege

This variance does not confer a special privilege. It provides relief based solely on a unique and existing access condition related to a recorded easement arrangement specific to the subject parcels.

9. No Nonconforming Grounds

This request is based solely on the merits of the subject properties and their existing access configuration. No nonconforming uses of neighboring land or structures have been considered as grounds for this approval.

10. Not a Matter of Convenience

This request is not a matter of convenience. No reasonable alternative exists within the strict provisions of the Code to correct the dimensional deficiency without eliminating or substantially altering the existing shared access drive.

Conclusion

Based on the evidence provided, the strict application of Section 1105.01(G)(vi) creates a practical difficulty that prevents the reasonable use of the shared driveway serving the subject parcels. The applicant respectfully requests that the Board approve Variance #4 to allow continued safe and functional access for 6340 and 6350 E. Main Street.

Date: **May 13, 2026**

To: **City of Reynoldsburg Planning and Zoning Board**
From: **Trent Mayberry**

RE: **Food Service – Quick Serve/Fast Food with Drive-Thru
Variance Request for Section 1103.15 III (Front Yard Building
Setback – Parcel A)**

Project Address: **6320 Main Street**
PID: **060-008388**

Nature of Variance Requested

This applicant requests a variance from Section 1103.15.III of the Reynoldsburg Zoning Code to allow a proposed front yard building setback of approximately 50.7 feet from the public right-of-way of Brice Road, where a maximum front yard setback of 45 feet is otherwise permitted.

This variance is necessary to accommodate the proposed realignment of Brice Road which received federal funding in February 2026. The Brice Road realignment project is anticipated to occur in the next 2-3 years.

The variance is necessary in the before (current) condition. In the after condition when the additional right of way is acquired to complete the Brice Road realignment project, the building setback will come into compliance with 45 feet maximum setback, and a setback of approximately 26 feet will be provided from Brice Road.

Section 1109.11.D STANDARDS FOR VARIANCE

Findings of Fact

1. Intent and Public Welfare

This variance is necessary to accommodate the proposed realignment of Brice Road which received federal funding in February 2026. The Brice Road realignment project is anticipated to occur in the next 2-3 years.

2. Permitted Use

The proposed Dutch Bros coffee shop is a permitted use within the BMD zoning district as a Food Service – Quick Serve/Fast Food with Drive-Thru land use. Granting this variance will not permit the establishment of any use that is not otherwise allowed or conditionally permitted under the Code.

3. Special Circumstances and Reasonable Use

Special circumstances exist that are unique to this property because of the proposed realignment of Brice Road. The permitted use and redevelopment of the property is a reasonable use within the zoning district.

4. Deprivation of Beneficial Use

Strict application of the front yard setback requirement would deprive the property of beneficial use rather than result in a mere loss in value. Without the requested variance, the City of Reynoldsburg would be unable to realign Brice Road without significant compensation to the landowner to allow for the right of way taking.

5. Practical Difficulty

The applicant faces a practical difficulty created by the strict application of the Code. The hardship is not economic in nature and is not self-created, but results from the City of Reynoldsburg's proposed Brice Road realignment project. The hardship is inherent to the property and arises directly from the application of current setback standards.

6. Minimum Variance

The requested variance represents the minimum relief necessary to allow reasonable use of the property. The variance applies only to the front yard setback of Parcel A, adjacent to Brice Road. The nonconformity will be temporary until the right of way acquisition along the western portion of Parcel A for the Brice Road realignment.

7. Public Safety and Property Values

This variance will increase safety by aligning the three lanes of traffic on Brice Road north of Main Street with the existing the land of traffic south of Main Street.

The Brice Road capital improvement project to realign the roadway and the redevelopment of the vacant pharmacy into a new mixed-use project will benefit neighboring property values.

8. No Special Privilege

The variance will not confer a special privilege that is denied to other properties in the same zoning district. The request is based solely on a unique site condition and would apply equally to other properties impacted by right of way taking to realign a public road right of way.

9. No Nonconforming Grounds

This request is based solely on the merits of the subject property and its existing condition. No nonconforming uses of neighboring land or structures in other districts have been considered as grounds for this approval.

10. Not a Matter of Convenience

This variance request is not a matter of convenience. No alternative remedy exists within the strict provisions of the Code that would allow the reasonable use of the property for redevelopment. The variance is necessary to construct the realignment of Brice Road by the City of Reynoldsburg in the next 2-3 years.

Conclusion

The proposed variance satisfies all standards set forth in Section 1109.11.D of the Reynoldsburg Zoning Code. The request is justified by the proposed right of way acquisition for Brice Road, represents the minimum relief necessary, and allows for the beneficial use of property and proposed Brice Road realignment project.

Additionally, the nonconforming front yard building setback will be temporary until the completion of the Brice Road realignment project.

The applicant respectfully requests approval of this variance.

GEORGE NIKKI L TR
UNASSIGNED ADDRESS
ZONING: BRICE &
MAIN DISTRICT

SCHIRTZINGER A
KATHRYN TR
1255 BRICE RD
ZONING: BRICE &
MAIN DISTRICT

EMRO MARKETING CO
6312 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

BRICE ROAD LOT LLC
UNASSIGNED ADDRESS
ZONING: BRICE ROAD & MAIN
DISTRICT

6340 E MAIN LLC
6340 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

DRIVEWAY INGRESS
EGRESS EASEMENT

COLUMBIA GAS
TRANSMISSION
CORP.
EASEMENT

6350 E MAIN LLC
6350 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

COLUMBUS SOUTHERN POWER
COMPANY EASEMENT

10' COLUMBUS AND
SOUTHERN OHIO
ELECTRIC COMPANY
EASEMENT

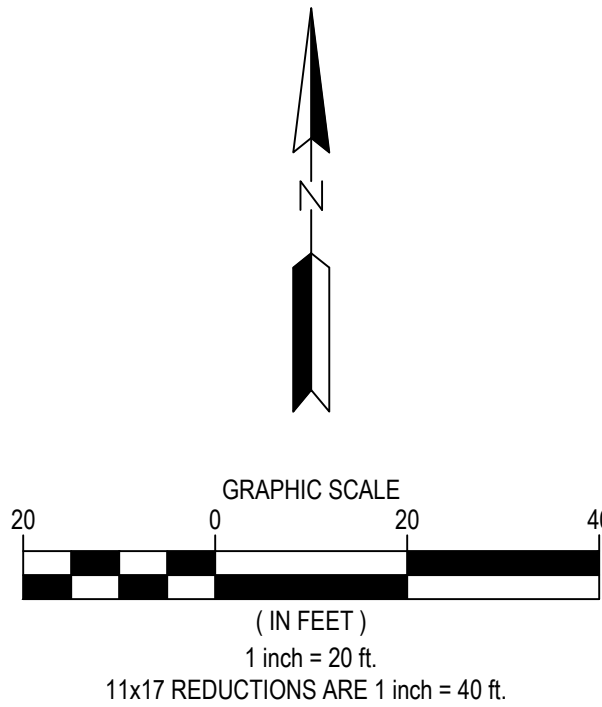
GENERAL PURPOSE
MUNICIPAL
LANDSCAPE
EASEMENT

RITE AID OF OHIO
INC
E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

6340 E MAIN LLC
6340 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

CHRISTIAN AND
MISSIONARY
ALLIANCE
6321 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

E MAIN STREET, 80' R/W
(PRINCIPAL ARTERIAL OTHER)



LEGEND

	PROPERTY BOUNDARY
	LOT LINE
	EASEMENT LINE
	SETBACK LINE
	RIGHT OF WAY LINE
	EXISTING PROPERTY LINE
	CURB
	CONSTRUCTION LIMITS
	BITUMINOUS PAVEMENT
	CONCRETE SIDEWALK
	CONCRETE PAVEMENT
	GRASS / LANDSCAPING
	PROPOSED PARKING COUNT

NOTES

- SEE SHEET G-002 FOR ADDITIONAL PROJECT NOTES.
- DIMENSIONS ARE SHOWN TO FACE OF CURB, UNLESS NOTED OTHERWISE.
- DESIGNED BY OTHERS ITEMS SHOWN FOR REFERENCE ONLY. EXACT LOCATION, DETAIL, AND DESIGN ARE BY OTHERS. COORDINATE WITH PROJECT PARTNERS TO OBTAIN RELATED CONSTRUCTION DOCUMENTS/ DRAWINGS.
- VARIANCE DESCRIPTIONS:
VARIANCE #1: SECTION 1105.01.G.iii (PARKING LOT SCREENING)
VARIANCE #2: SECTION 1103.15.ii (FRONT YARD BUILDING SETBACK)
VARIANCE #3: SECTION 1105.21.C.i (PRIMARY STREET FRONTAGE ENTRY)
VARIANCE #4: SECTION 1105.01.G.vi (MINIMUM AISLE WIDTH)
VARIANCE #5: SECTION 1103.15.iii (FRONT YARD BUILDING SETBACK - PARCEL A)
- NO WATERBODIES LOCATED WITHIN 150' OF THE PROJECT PARCEL.

KEYNOTES

- STANTEC DESIGN ITEMS
 - MATCH AND MATCH EXISTING
 - CONCRETE SIDEWALK - SEE DETAIL 2/C-802
 - CONCRETE PAVEMENT - SEE DETAIL 4/C-802
 - CURB - SEE DETAIL R-8/C-801
 - ACCESSIBLE PARKING STALL WITH ACCESS AISLE AND SIGN - SEE DETAIL 5/C-801
 - ADA ACCESS AISLE - SEE DETAILS 5/C-801
 - BOLLARD (TYP.) - SEE DETAILS 1/C-803
 - PAVEMENT STRIPE (TYP.) - SEE DETAILS 5/C-802
 - PAINTED PAVEMENT MARKINGS - SEE DETAILS 5/C-802
 - PUBLIC CONCRETE SIDEWALK - SEE DETAILS R-9/C-801
 - CURB RAMPS - SEE DETAILS R-10B/C-803
 - BIKE PARKING
 - ASPHALT PAVEMENT - SEE DETAILS 3/C-802
 - STOP SIGN AND STOP BAR - SEE DETAILS 5.6/C-802
 - DO NOT ENTER ONE WAY SIGN - SEE DETAIL 6/C-802
- ITEMS DESIGNED BY OTHERS
 - DOOR
 - CANOPY/BUILDING OVERHANG
 - MENU BOARD
 - MENU/ORDERING BOARD
 - TRASH ENCLOSURE AND CONCRETE PAD
 - NEW SIGN PANELS ON EXISTING MONUMENT SIGN
 - MONUMENT SIGN
 - INSTALL SALVAGED TRANSFORMER ON NEW PAD
 - WALK-UP SERVICE WINDOW
 - DRIVE-THRU SERVICE WINDOW

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT OHIO UTILITIES PROTECTION SERVICE (OUPS) BEFORE YOU DIG AT 811 OR 1-800-362-2764 AT LEAST 2 BUSINESS DAYS IN ADVANCE (EXCLUDING THE DAY OF THE REQUEST, HOLIDAYS AND WEEKENDS) FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

OHIO811 BEFORE YOU DIG

DIAL 811
TOLL FREE: 800-362-2764



1500 LAKE SHORE DRIVE
SUITE 100
COLUMBUS, OH 43204
WWW.STANTEC.COM

CLIENT:

RIDGECREST REYNOLDSBURG I LLC
3700 74TH STREET
BROOKLYN PARK, MN 55443

6320 E MAIN ST REDEVELOPMENT

REYNOLDSBURG, OHIO

PROJECT TITLE

ISSUE NO.: 1

DESCRIPTION: SITE PLAN - CLIENT REVIEW

DATE: 01/28/2026

CERTIFICATION:

JESSICA J. MCCLORY
REGISTERED PROFESSIONAL ENGINEER

PROJECT NO.: 190300623

DWN BY: MED

CHK'D BY: LDC

APP'D BY: JJM

ISSUE DATE: 02/26/2026

ISSUE NO.: #1

SHEET TITLE:

SITE PLAN

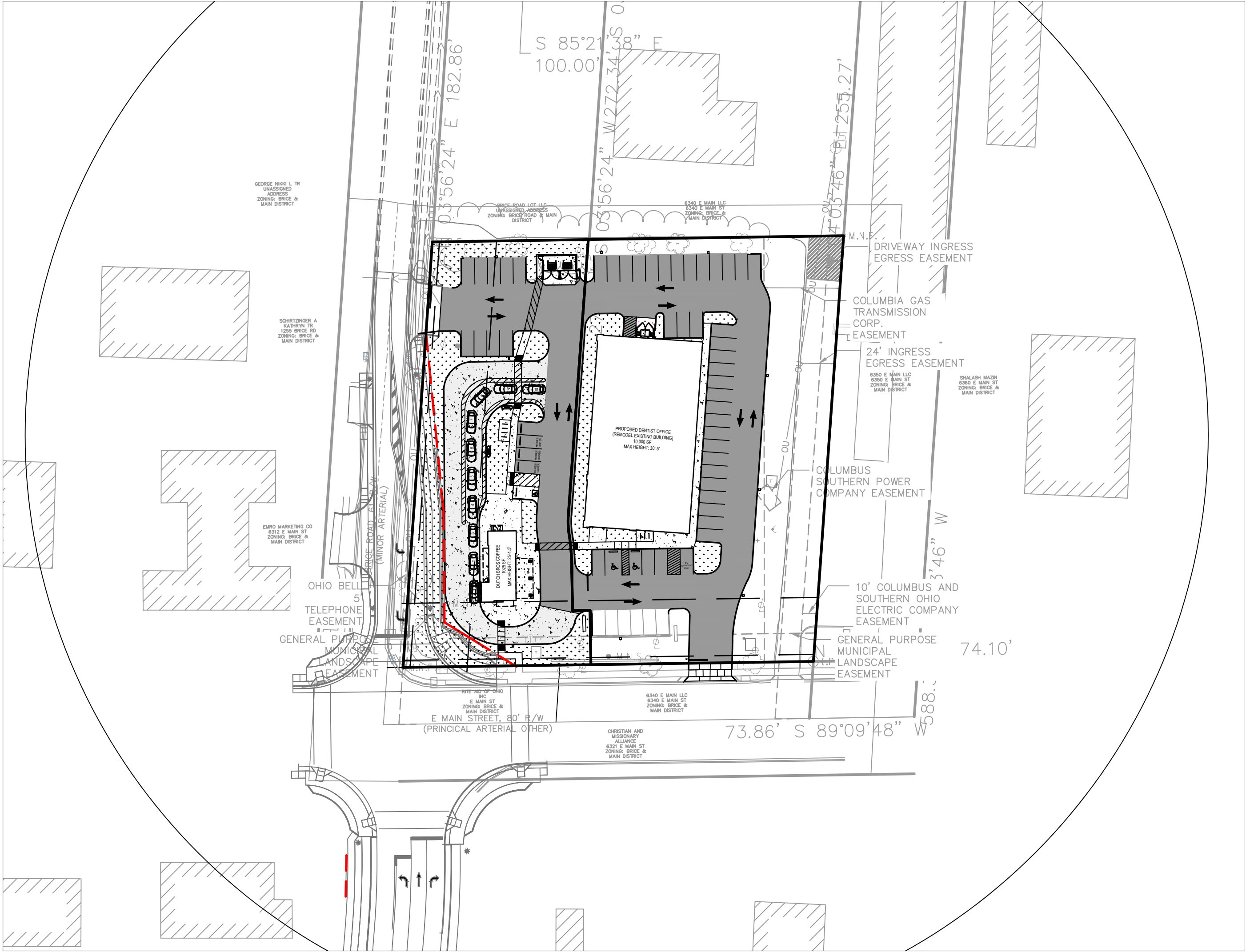
SHEET NO.:

C-101

4/30/2026 12:05:30 PM

SITE ANALYSIS TABLE		
SITE INFORMATION		
LEGAL DESCRIPTION	MAIN STREET R21 T12 S13	
ADDRESS	6320 MAIN ST	
SUBJECT PROPERTY TOTAL AREA	1.983 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	FOOD SERVICE - QUICK SERVE/FAST FOOD WITH DRIVE THRU & MEDICAL - CLINIC	
WATER BODIES	NO WATER BODIES LOCATED WITH IN 150' OF THE PROPOSED DEVELOPMENT	
SETBACK SUMMARY		
SETBACK	DISTANCE (FT.)	
FRONT YARD (MIN./MAX.)	MIN. 5', MAX. 20' FROM ROW	
MAX. FRONT SETBACK WHEN SUBJECT TO MUNICIPAL LANDSCAPE EASEMENT	MAX. 45' FROM ROW	
SIDE YARD	10' FROM LOT	
REAR YARD	10' FROM LOT	
PARKING SUMMARY		
REDUCED PARKING REQUIREMENT TOTAL: (5.4 + 45 STALLS = 50.4)		51 STALLS
PROPOSED SHARED PARKING TOTAL: (14 + 45 STALLS)		59 STALLS

PARCEL A SITE ANALYSIS TABLE		
SITE INFORMATION		
PARCEL A AREA	33,736 SF = 0.77 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	FOOD SERVICE - QUICK SERVE/FAST FOOD WITH DRIVE THRU	
BUILDING HEIGHT	MIN. 22'/MAX. 25'-1.5"	
PARKING SUMMARY		
	CODE REQUIREMENT	PROPOSED
FOOD SERVICE W/DRIVE THRU	1 STALL FOR EACH 200 S.F. FLOOR AREA 1025 S.F./200 = 6 STALLS	14 STALLS
ACCESSIBLE PARKING	N/A	1 STALLS
REDUCED PARKING REQUIREMENT	6 STALLS - 10% = 5.4 STALLS	6 STALLS
PARCEL A PROVIDED PARKING		14 STALLS
QUEUE / STACKING	N/A	19 VEHICLES
IMPERVIOUS AREA		23,914 SF = 0.55 ACRES
PERVIOUS AREA		9,822 SF = 0.22 ACRES
OPEN SPACE (20% MIN./30% MAX.)		9,822 SF/33,736 SF = 29%
PARCEL B SITE ANALYSIS TABLE		
SITE INFORMATION		
PARCEL B AREA	52,611 SF = 1.21 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	MEDICAL - CLINIC	
BUILDING HEIGHT	MIN. 25'-5"/MAX. 30'-5"	
PARKING SUMMARY		
	CODE REQUIREMENT	PROPOSED
MEDICAL CLINIC	1 STALL FOR EACH 200 S.F. FLOOR AREA 10,000 S.F./200 = 50 STALLS	45 STALLS
ACCESSIBLE PARKING	N/A	2 STALLS
EV PARKING	1 EV SUPPLY SYSTEM EQUIPMENT (EVSE) INSTALLED FOR 20 OR MORE PARKING SPACES	1 STALLS
REDUCED PARKING REQUIREMENT	50 STALLS - 5 (10% PUBLIC TRANSIT REDUCTION) = 45 STALLS	45 STALLS
PARCEL B PROVIDED PARKING		45 STALLS
IMPERVIOUS AREA		39,437 SF = 0.91 ACRES
PERVIOUS AREA		13,174 SF = 0.30 ACRES
OPEN SPACE (20% MIN./30% MAX.)		13,174 SF/52,611 SF = 25%



WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT OHIO UTILITIES PROTECTION SERVICE (OUPS) BEFORE YOU DIG AT 811 OR 1-800-362-2764 AT LEAST 2 BUSINESS DAYS IN ADVANCE (EXCLUDING THE DAY OF THE REQUEST, HOLIDAYS AND WEEKENDS) FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

OHIO811 BEFORE YOU DIG

DIAL 811
TOLL FREE: 800-362-2764



Stantec

1500 LAKE SHORE DRIVE
SUITE 100
COLUMBUS, OH 43204
WWW.STANTEC.COM

CLIENT:
RIDGECREST REYNOLDSBURG I LLC
3700 74TH STREET
BROOKLYN PARK, MN 55443

6320 E MAIN ST
REDEVELOPMENT
REYNOLDSBURG, OHIO

PROJECT TITLE

ISSUE NO.: 1

DESCRIPTION: SITE PLAN - CLIENT REVIEW

DATE: 01/28/2026

CERTIFICATION:
J. J. McCLORY
86136
REGISTERED PROFESSIONAL ENGINEER

PROJECT NO.: 190300623

DWN BY: MED
CHK'D BY: LDC
APP'D BY: JJM

ISSUE DATE: 02/26/2026

ISSUE NO.: #1

SHEET TITLE:
OVERALL SITE PLAN

SHEET NO.:
C-100

May 13th, 2026

Planning and Zoning Board
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

RE: Trent Mayberry for Ridgecrest Reynoldsburg, LLC, 6320 E. Main Street: Conditional Use Application – Food Service – Quick Serve/Fast Food with Drive-Thru

Planning and Zoning Board:

Below is the staff review of the above referenced Conditional Use Application.

1. Project Summary

- a. **Site Summary:** The subject site is located at 6320 E. Main Street. The subject parcel 060-008388 is 1.983 acres with one building on site. The existing building is approximately 14,668 square feet according to the Franklin County Auditor's website. The subject site was previously a Walgreens, which has been closed for more than a year, and has lost all legal non-conforming status. The subject site is zoned BMD, Brice and Main District.
- b. **Surrounding Zoning:** The surrounding zoning of the subject site is BMD, Brice and Main District on all sides. The surrounding land uses consist of Food Service – Quick Serve/Fast Food and a vacant parcel to the south, Retail - Convenience Store with Gasoline Station and Vehicular Care Services to the west, and Vehicular Care Services to the North and East.
- c. **Applicant's Request:** The applicant is requesting to use the subject site for a Food Service – Quick Serve/Fast Food with Drive-Thru, which is a conditional use in the BMD, Brice and Main Street zoning district. The applicant intends to develop an approximately 1,025 SF Dutch Bros coffee shop with a drive-thru, and demoing a portion of the existing building to a 10,000 SF dental clinic. Dutch Bros will have 2-5 employees working at any given time depending upon how busy the location is and 200-400 customers per day (75% d/t and 25% other). Dutch Bros Coffee shops typically operate daily from 5:00 AM to 10:00 PM (Sunday–Thursday), with extended hours until 11:00 PM on Friday and Saturday. The dentist anticipates having 40 +/- employees and 90 patients throughout the day at full capacity and the dentist hours are 9-5 Monday to Friday and closed on weekends.
- d. **Applicant's Compatibility Statement:** The applicant states, "Existing adjacent lots contain automobile and drive-thru oriented businesses including fueling stations, drive-thru bank services, drive-thru fast-food restaurants, and autobody shops. These adjacent developments are mostly single-tenant with off-street parking lots and also zoned BMD. The proposed Dutch Bros Coffee shop and Dental Clinic share some of these characteristics but also improve upon them. Our project has a mix of uses in a coffee shop and a dental clinic, meets building setbacks for the new Dutch Bros building which is located close to the corner of

Main Street and Brice Road, and features pedestrian-friendly site design with cross walk connections from Main Street and between the buildings and numerous bike racks at each business. The building facades, outdoor patio for Dutch Bros and Dentist entrance are oriented to Main Street with the majority of parking stalls accessible from the rear or sides of the buildings. There will be wayfinding signage throughout the project to welcome and direct visitors. The proposed Dutch Bros and Dentist will utilize the two existing access points which are being modified to become code compliant. One access point is from Main Street and the second access point is from Brice Road. There is a Reciprocal Easement Agreement (REA) in place that requires shared parking, access, and circulation between the businesses. This recorded easement ensures efficient traffic circulation and parking for planned and future uses. The development will have minimal effect on the adjacent lots in terms of noise, glare, odor, fumes, or vibration. Landscaping is provided to meet the requirements of Section 1105.07 which will further shield adjacent uses from the proposed business operations. Lighting provided on the proposed property will be in compliance with Section 1105.09. Stormwater management will be provided in the form of catch basins and pipes to control stormwater runoff. Stormwater detention will not be required as the proposed development will not increase impervious area from prior uses.”

- a. **Comprehensive Plan:** The 2018 Comprehensive Plan, upon which the current zoning code is based, recommends for Brice and Main District “Attractive streetscapes and walkability should be emphasized to encourage pedestrian and transit activity along the corridors, and to create cohesive character amongst neighboring development. Sidewalk cafes, awnings, and landscaping are encouraged to help define the character of the development.” The Comprehensive Plan also recommends infill development on current vacant parcels as a priority.

2. Project Review

- a. **Definition:** Food Service - Quick Serve/Fast Food with Drive Thru. An establishment engaged primarily in the business of preparing food and purveying it on a self-serve or semi self-serve basis. Customer orders and/or service may be by means of a walk-up counter or window designed to accommodate vehicular traffic. Consumption may be either on or off the premises.
- b. **Conditional Use Standards:** Conditional Uses are required to meet the general standards found in Section 1109.13.D.i-viii:
 - i. The proposed use shall be in harmony with the existing or intended character of the zone or district and nearby affected zones and districts and shall not change the essential character of the zones and districts;
 - 1. “The proposed Dutch Bros Coffee shop is designed to be in harmony with the intended commercial character of the Insight Districts. By remodeling the existing building on-site to accommodate a dental clinic and adding a new, high-quality coffee shop, the project enhances the aesthetic and functional utility of the area without changing its essential commercial character. The proposed food service use is consistent with the purpose and intent of the Zoning Code and will not be injurious to the surrounding area or detrimental to the public welfare. The use supports

commercial revitalization by replacing a long-vacant building with an active, customer-serving use.

2. Staff finds that the proposed use is in harmony with the existing character of Brice and Main Street District, and that the land use of Food Service - Quick Serve/Fast Food with Drive Thru will not change the essential character of the zoning district.
- ii. The proposed use shall not adversely affect the use of adjacent property;
 1. “The subject property is located within a corridor characterized by commercial, drive-thru restaurants, and automotive-oriented uses. The proposed quick-service/fast food with drive-thru use will not adversely affect the use of adjacent properties which include an autobody shop, roofing company, auto parts store, gas station and fast-food operation. The site plan includes dedicated refuse areas, professional landscaping, more than adequate stacking for the drive-thru, and parking that meets or exceeds Code to ensure that operations remain self-contained and compatible with the neighboring uses.”
 2. Staff finds that the proposed use will not adversely affect the use of adjacent properties, however staff does have some concerns with regards to circulation of the site, due to the applicant proposing stacking spaces outside of the proposed designated drive thru spaces, which is not permitted. The location of those stacking spaces appears to affect the circulation of the dental patrons being able to access the dental site, due to the dental site’s access only being a right-in and right-out due to the COTA Bus Rapid Transit median. The traffic flow plan provided in the Traffic Memo shows ingress and egress between the Dutch Bros and the dentist, but also shows double stacking across the drive aisle for cars when the designated drive thru stacking spaces are full. Stacking in the drive aisle is not permitted, and there does not appear to be adequate circulation, and even though the applicant proposes additional staff members and signs, this could cause safety issues for pedestrians and motorists. There could be significant impact to customers entering and exiting the property.
- iii. The proposed use shall not adversely affect the health, safety, morals, or welfare of persons residing or working in the neighborhood;
 1. “The project is designed to protect the health, safety, and welfare of those residing or working in the neighborhood. The inclusion of bike racks, crosswalk connections, wayfinding signage, adequate parking and stacking, and a walk-up window for pedestrian service ensures that the site is accessible and safe for both vehicular and non-vehicular traffic.”
 2. Staff finds that the proposed use and the stacking in the drive aisles, which is not permitted, could impact those visiting and working at either site. Staff was not provided with the maximum number of cars the applicant expects to be in the drive thru at one

time, so staff cannot determine the exact impact, but if the stacking provided is inadequate and needs to wrap around the dentist building or onto E. Main Street, there could be considerable traffic issues and circulation impacts for the site.

- iv. The proposed use shall be served adequately by public facilities and services such as, but not limited to, roads, police and fire protection, storm water facilities, water, sanitary sewer, and schools;
 - 1. “The site will be adequately served by all necessary public facilities, including roads, police and fire protection, water, and sanitary sewer. The project is a redevelopment of an existing site, utilizing established infrastructure.”
 - 2. Staff finds that the subject site is adequately serviced by public facilities and services. The Fire Department has concerns regarding traffic queue and the potential to limit access from E. Main Street into the site, based on the fact that they identified the same concerns that the city engineer identified.
- v. The proposed use shall not impose a traffic impact upon the public right-of-way significantly different from that anticipated from permitted uses of the zone or district;
 - 1. “The proposed coffee shop will not impose a traffic impact significantly different from that anticipated for permitted uses in BMD and Insight Districts. The drive-thru and site circulation have been engineered to manage volume efficiently within the property boundaries. A double ordering board system allows for even greater car stacking in busy periods. Parking meets or exceeds code for both vehicles and bicycles and there is a Reciprocal Parking Agreement (REA) between the properties to afford greater flexibility with parking and access today and in the future.”
 - 2. The engineering review conducted by EMH&T identified several issues that must be addressed before the proposed lot split and redevelopment at 6320 East Main Street can move forward. The most significant concern relates to the proposed traffic circulation for the Dutch Bros Coffee drive-through. During peak periods, the applicant proposes to temporarily convert the shared access drive between the coffee shop and dental office into a one-way stacking lane, but the exact traffic pattern, signage, and availability of an escape lane have not been clearly demonstrated. Additional detail is needed to ensure that vehicles can circulate safely, avoid conflicts, and access parking when the drive-through queue is full. The applicant still makes several references to a double ordering system, when they have proposed a change for a single lane ordering system in the designated drive thru. This must be updated or clarified, what the intention on the site actually is. Staff agrees with the above concerns identified by the city engineer.
- vi. The proposed use shall be in accord with the general and specific

objectives, and the purpose and intent of this Zoning Code and the Land Use Plan and any other plans and ordinances of the City;

1. “The use is in accord with the general and specific objectives of the Reynoldsburg Zoning Code and Land Use Plan. It promotes economic development on a primary corridor (Main Street) in a manner consistent with modern commercial standards. In addition, the project includes transit supportive development standards such as pedestrian walkways connecting streets to buildings and on-site facilities for pedestrian, bike, and vehicular travel. The adaptive reuse of a portion of the former pharmacy for the dental building also checks the priority of infill and suburban retrofit.”
 2. Staff finds that the proposed use meets the general purpose and intent of the Zoning Code and complies with applicable specific provisions of the Code, and meets the intentions of the BMD, Brice and Main Street District.
- vii. The proposed use complies with the applicable specific provisions and standards of this Code;
1. The applicant states, “The proposed Dutch Bros complies with applicable specific provisions and standards of the City Code except for public entrances into the building which is for employees only and a modified escape lane both of which are due to Dutch Bros modern “service-only” business operations. Dutch Bros building, trash enclosure, parking areas, landscaping, bicycle racks, lighting, patio area, pedestrian connections, and service areas have been situated to meet or exceed Code requirements.”
 2. The applicant has requested the following variances:
 - i. VARIANCE 1: Section 1105.01.G.iii
 - a. To not provide parking lot screening, as required by the code for parking lots containing more than 10 parking spaces when located within 50 feet of a dwelling, school, hospital, or other institution for human care.
 - ii. VARIANCE 2: Section 1103.15.III.Front Yard Setback (Max. Ft.)
 - a. To increase the front building setback for the already existing building on the site from the maximum 45-foot front building setback requirement to a maximum of 96.8 foot front building setback for an increase in 51.8 feet.
 - iii. VARIANCE 3: Section 1105.21.C.i
 - a. To not have a primary façade and functional entrance oriented towards the primary public street for the Dutch Bro’s new building.
 - iv. VARIANCE 4: Section 1105.01.G.vi
 - a. To reduce the minimum drive aisle width for an existing driveway near the eastern parcel line from

the minimum 22-foot two-way drive aisle width requirement to a minimum of 17.5-foot two-way drive aisle width requirement for a reduction of 4.5 feet.

- v. VARIANCE 5: Section 1103.15.III.Front Yard Setback (Max. Ft.)
 - a. To increase the front building setback for the Dutch Bro's building from Brice Road from the maximum 45-foot front building setback requirement to a maximum of 50.7 foot front building setback for an increase in 5.7 feet.
- 3. The commercial design standards that are not met:
 - i. Section 1105.21.D: Ground floor façades along primary streets must have a minimum of 20% transparency (clear, non-reflective glass).
 - a. Staff finds the percentage along the west and south elevations have not been identified, and if it does not meet this requirement, a variance will be needed.
 - ii. Section 1105.21.H: Material Requirements
 - a. Staff finds the window, door, and gray base below the drive thru materials have not been identified, and if they are not a permitted material, a variance will be needed.
- 4. Staff finds that all variances requested are required, based on the current site plan provided. That all variances would have to be granted to for the applicant to meet the provisions and standards of the code based on what has been provided.
- viii. The proposed use shall be found to meet the definition and intent of a use specifically listed as a conditional use in the zone or district in which the subject property is situated.
 - 1. "The proposed use meets the definition and intent of "Food Service - Quick Serve/Fast Food with Drive-Thru," which is specifically listed as a conditional use for the BMD district."
 - 2. Staff finds that the proposed use meets the definition and intent of a Vehicular Care Services – Minor with drive-thru as it is listed as a conditional use for the EMD, East Main Street District.
- c. **Supplementary Use Conditions for Drive Thru:** The following Supplementary Use Conditions for drive thru are outlined in Section 1105.13.L:
 - i. Loudspeakers shall be located and designed, with volume and hours of operation controlled, in a manner to minimize noise impacts on nearby residential uses.
 - 1. "This parcel is not adjacent to or in the near vicinity of any residential uses. The drive-thru loudspeaker will have volume controls that can be adjusted and will not impact nearby residential uses."

2. Staff finds this condition to be met. The site is not located near residential parcels.
- ii. Lanes required for vehicle access to and waiting for use of a drive-thru facility shall be designed to have sufficient length to accommodate the peak number of vehicles projected to use the facility at any one (1) time, to provide escape/abort lanes for vehicles desiring to leave the stacking lanes or to avoid disabled vehicles, and to minimize impacts on the use of other required parking or drives or on the use of abutting streets and hazards to pedestrians. The Planning and Zoning Administrator or Planning and Zoning Board, as applicable, may require a traffic study which documents the projected vehicular use of the proposed facilities and evidence of compliance with the provisions of this Zoning Code.

1. “The drive-thru for Dutch Brothers Coffee provides ample stacking in dual lane menu ordering boards. Additionally, there are dedicated drive lanes interior to site to prevent stacking or queuing within the right of way. A variance is being requested due to the hardships noted within the variance application related to providing an escape / abort lane for the entire length of the drive-thru.”
2. The applicant has not requested a variance for the designated drive thru escape lane. It appears as though one has been provided in updated plans. The applicant’s applications must be consistent to what is proposed on the site. Staff is unclear on what is actually being proposed as the narratives provided and the site plans do not match.

Staff is not sure of the peak number of vehicles projected to use the Dutch Bro’s facility at any one time, therefore staff is not sure that the corrects number of stacking spaces have been provided on site. The applicant will need to clearly state in the application how many stacking spaces at a peak time would be needed and that that many or more were provided based on their data. Staff needs to know, at any one time, throughout the day, what is the maximum number of cars projected to be in the drive thru.

The applicant has identified the 10 stacking spaces for the one lane of stacking in the drive thru, with an escape lane. However, in the Traffic Memo provided, the applicant shows double stacking with no escape lane in the drive aisle between the dentist and the Dutch Bros. Stacking spaces also cannot be in a drive aisle, drive aisles are meant for circulation and access throughout the site, not queueing – that is what the drive thru is for, and why we need to know the peak number of vehicles, so we can determine if the 10 provided stacking spaces in the drive thru is adequate. This is especially necessary, because if the car stacking does extend into the drive aisle, it will limit the maneuverability of the site as a whole, since the only point of both ingress and egress in either direction for the dentist office is through Dutch Bro’s

ingress/egress on the site from Brice Road. If the stacking spaces back up into the circulation area of the dentist office, there could be serious safety concerns.

- iii. The Planning and Zoning Administrator or Planning and Zoning Board, as applicable, may impose restrictions on the hours of operation in order to reduce inappropriate impacts on abutting uses and on street traffic and to ensure compatibility with normal vehicular activity in the district.
 - 1. “Noted. There is a Reciprocal Easement Agreement (REA) in place that requires shared parking, access, and circulation between the businesses. This ensures efficient traffic circulation and parking for planned and future uses.”
 - 2. Staff finds there could be safety concerns and backup on to E. Main Street, since the peak number of cars at one time has not been provided to show otherwise.
- iv. The applicant shall so design the site plan or otherwise provide assurances as to reduce the impacts of lighting, litter, noise, and exhaust resulting from the facility, especially impacts on nearby residential uses.
 - 1. “Noted. Site lighting has been designed in conformance to Section 1105.09. Enclosed trash receptacles will be provided for Dutch Bros customers and covered dumpsters are provided in separate trash enclosures for Dutch Bros and the dental clinic to minimize the potential for litter. This parcel is not adjacent to or in the near vicinity of any residential uses that may be impacted by noise or exhaust related to the proposed uses.”
 - 2. Staff finds that the applicant has acknowledged all of the above standards.

3. Recommendation

Staff recommends denial, as the applicant has not provided staff with enough information, showing that Section 1105.13.L.ii has been met, which requires the applicant to provide staff with the peak number of vehicles projected to use the facility at any one time for the number of stacking spaces, therefore all required conditions of the application have not been met.

Staff, engineering, and fire also has concerns with the proposed double stacking in the drive aisle between the dentist office and the Dutch Bros. There cannot be stacking in a drive aisle, drive aisles are meant for circulation and access and cars cannot be double queued blocking circulation. Even with the proposed additional employees, staff nor the city can regulate or hold the applicant to proposed employees directing traffic and circulation flow around the buildings at all times. Staff is unsure about the details of the employees, such as will they be out there all of the time, and are these positions to exist in perpetuity for the use.

Additionally, there are many inconsistencies between the applicant’s narrative and the site plan provided. There are several references to a double ordering board system and a double lane drive thru next to the building, that the site plan appears to not have. Also, the application references that there will be 2-5 employees, and the Traffic Memo shows 6 Dutch Bros employees working the outside line and 2 third party traffic controllers just doing traffic

control, not including the ones actually working inside the building. These inconsistencies need to be addressed.

Based on the reasons above, staff recommends denial if the board were to rule on this case today due to all of the required information not provided, and the inconsistencies across the application, and concerns from staff, engineering and fire.

If the board would be amenable to it, and the applicant could provide the needed information, staff recommends that the board place the application on hold, until the additional information and corrections are provided to staff to ensure the correct number of stacking spaces has been provided for the site, the stacking in the drive aisle is eliminated, and all corrections and concerns are addressed. Staff will also need engineering to review this information.





Engineers, Surveyors, Planners, Scientists

MEMO

Date: May 12, 2026
To: Phoenix Buathier, Development Assistant
From: Mitchell Yake, City Engineer
Subject: 6320 East Main Street Conditional Use – Staff Report
Copies: Eric Meyer, Director of Development

On behalf of the City of Reynoldsburg, EMH&T conducted a preliminary engineering review of the Site Plan for the 6320 East Main Street (lot split and redevelopment) proposed project on an existing 1.98-acre lot. The Variance Request for this project has been submitted and is currently under review. The property is located at the northeast corner of the East Main Street and Brice Road intersection and is zoned BMD. The applicant intends to split the existing lot into two (2) parcels (Parcel A the west, Parcel B the east). Parcel A would be for a proposed Dutch Brother's Coffee shop (1,025 SF) with a drive-through. Parcel B would remodel the existing building, formerly a Walgreens Pharmacy (10,000 SF), and be utilized as a dentist office and includes the private driveway to 6340 E Main St. Any Conditional Use Applications for the project is detailed in a section of this report. The following summarizes our findings and recommendations with respect to this project.

ROADWAY ACCESS AND PARKING

1. There are two existing access points that allow patrons to access both Parcel A (proposed coffee shop) and Parcel B (proposed dental office). One is located on the east side of Brice Road (30 ft wide) and one on the north side of East Main Street (30 ft wide). Both access points provide two-way traffic into and out of the site.
2. A third access point exists on East Main Street on Parcel B serving as the driveway to 6340 and 6350 East Main Street. This driveway is to remain as is.
3. Internal two-way access drives are located on the north side of Parcels A and B, as well as the east side of Parcel B and a shared access drive between the two parcels to the west of Parcel B. The widths range from 30 ft to 22 ft starting at Brice Rd access point and heading east and then south on the east side of Parcel B. Parcel B also has a two-way access drive on the south side of the building (24 ft wide) that connects to the north-south access drive between the two properties (minimum width 22 ft). The Site Plan indicates that customers of both businesses may use either access point to enter or exit the parcels.
4. The drive-through lane width is 12 ft wide at the entrance and the exit. There is one short segment of the drive-through lane (before the pick-up window) that narrows to 10 ft and then opens back up to a 12 ft width. The drive-through lane has an adjacent escape lane to the right, and the escape lane is 12 ft in width as well. Both lanes collectively, have a minimum width of 24 ft until both lanes merge into one exit lane (12 ft width) at the south end of Parcel A.

5. The Trip Generation Statement and Drive-Through Analysis Memo is proposing to block off the shared access drive (between the proposed coffee shop and the dental clinic) at the north side of the two-way access drive during peak times for the coffee shop. As it is understood, it would make this access drive a one-way access exclusively for the coffee shop's peak period duration. All customers for the coffee shop would be required (during peak period) to access the drive-through lane from the south side of proposed dental clinic, onto the proposed temporary one-way access. Although it is not completely clear, the applicant has proposed this rerouting of customer traffic to two one-way lanes to allow "11 vehicles of double-lane stacking between the Dutch Bros Coffee Shop and dental office building during peak periods. There is no indication there would be an escape lane on the shared used access drive between the coffee shop and the dental clinic during this time. However, a comment has been made on the Site Plan to clarify the peak hour proposal, and to include a Site Plan for the peak period showing wayfinding signage, traffic flow, and to clarify if the intent is to have an escape lane in this area during peak hours.
6. There is a proposed sign to be posted at the south entrance of the shared drive access (presumably anticipating peak period traffic flow) which states; "LINE FULL PLEASE USE WALK-UP". A comment was made in the site plan to describe how a customer would navigate a turn in this area during peak hours and then reroute to a parking space on Parcel A. This general area is where the drive-through exit converges with the entrance of the shared use drive between the buildings.
7. Parking facilities include 14 spaces (with 1 ADA space) on Parcel A and 45 spaces (with 2 ADA spaces and 1 EV charging space) on Parcel B. All parking stalls are 9 ft by 18 ft. Based on Zoning Code requirements, the proposed parking count and layout are adequate.
8. Traffic impacts based on the submitted Trip Generation Statement and Drive-Through Analysis indicate that the redevelopment is expected to generate fewer than 50 new external trips per hour. Therefore, a traffic study is not anticipated to be required.
9. Per Code Requirements, a Landscape Plan was not included. A comment has been made to include on the Site Plan for both proposed projects.

UTILITIES

10. Per City records, there are two existing 8-inch water mains (built in 1954), one runs north and south on Brice Road and the second water main runs east and west on East Main Street. It is unsure which water main currently or will service the project since it was not included on the submitted Site Plan. A comment was made to show all existing utilities, the location of the tie-ins and all proposed service lines for the project.
11. Per City records, the existing 8-inch sanitary sewer (built in 1978) is located above the northwest corner of the project. The existing building service connects to that 8-inch sewer. However, neither the existing nor proposed utility service lines were included on the Site Plan, so it is unclear if the existing service will be utilized. A comment was made to show all existing utilities, the location of the tie-ins and all proposed service lines for the project.

STORMWATER

12. Per City records, stormwater from the existing site is collected by catch basins throughout the parking lot and conveyed to the 24-inch storm sewer on East Main Street. The plans do not indicate where the proposed building's stormwater services will tie in. A comment was provided requesting that the

applicant show all existing stormwater infrastructure, identify tie-in locations, and depict all proposed stormwater service lines on the Site Plan.

13. Because the site is currently almost entirely impervious, the proposed redevelopment is expected to have minimal impact on overall stormwater quantity, and therefore quantity control will not be required. However, the project site encompasses 1.983 acres and may involve more than one acre of earth disturbance. If confirmed, this would trigger stormwater quality treatment requirements under applicable regulations. A comment was made requesting that the applicant provide the anticipated total disturbed area to determine whether stormwater quality measures will be required.

CONDITIONAL USE

14. A Conditional Use Application has been submitted for Food Service-Quick Service/Fast Food with Drive-Through, pursuant to Section 1109.13 of the Reynoldsburg Zoning Code. This Application is only for Parcel A, Dutch Brother's Coffee.

OTHER

15. The proposed site improvements fall within the anticipated influence area of the City's planned Brice Road and East Main Street improvement project. As currently configured, aspects of the site layout—particularly the drive through aisle of Dutch Bro's Coffee may conflict with or become infeasible due to future roadway modifications. It is recommended that the applicant review the Site Plan and Site Grading to demonstrate a layout that will remain functional and compliant once the City's intersection project is constructed. This includes adjusting access locations, internal circulation patterns, and site features to ensure safe and efficient operation within the future right-of-way and traffic environment. The City anticipates construction of the Brice Road and East Main Street intersection project in 2028, with design scheduled to begin in July 2026. The City has already secured over \$6 million in funding for this effort, which will realign the intersection to improve safety and efficiency for motorists and pedestrians.

To: City of Reynoldsburg
Review Staff
File: 190300623

From: Matt Crim, P.E., PTOE
Stantec Consulting Services Inc
Date: April 30, 2026

Reference: 6320 E Main Street Redevelopment
Trip Generation Statement and Drive-Through Queueing Analysis

The petitioner proposes to redevelop the property at 6320 E Main Street in Reynoldsburg, Ohio. There is currently a vacant Walgreens on the property with a primary access point to E Main Street and a secondary access point to Brice Road. The project location is shown in **Figure 1**.



Figure 1: Project Location

The property will be redeveloped to include a 10,000 square-foot dental office and a 1,025 square-foot Dutch Bros Coffee Shop with two drive-through lanes. No changes to the driveway connections are proposed. A site plan is provided in **Attachment A**.

Reference: 6320 E Main Street Redevelopment
Trip Generation Statement and Drive-Through Queueing Analysis

Trip Generation

Daily, AM peak-hour of generator, AM peak-hour of adjacent street traffic, PM peak-hour of generator, and PM peak-hour of adjacent street traffic for the redevelopment was estimated using the Institute of Transportation Engineers (ITE), *Trip Generation Manual – the 12th Edition (2025)*. Land Use Code 720 (Medical-Dental Office Building) and Land Use Code 938 (Coffee/Donut Shop with Drive-Through Window and No Indoor Seating) were used for the trip generation estimates. To account for the interaction between land uses, internal capture was estimated based on information contained in the ITE *Trip Generation Handbook, 3rd Edition*. Internal capture percentages between mixed-use land uses were obtained from Table 6.1 and Table 6.2 on pages 57 and 58 of the ITE *Trip Generation Handbook*. The pass-by capture for the coffee shop was estimated from the ITE *Trip Generation Manual 12th Edition*. **Table 1** summarizes the trip generation. The detailed trip generation, internal capture, and pass-by capture calculations are provided in **Attachment B**. As shown in **Table 1**, the redevelopment is estimated to generate less than 50 hourly new external trips.

Table 1: Trip Generation

Time Period	ITE Land Use Code	Development Size	Gross Trip Generation			Internal Capture %	Pass-by %	New External Trips		
			Total	Enter	Exit			Total	Enter	Exit
Daily	Medical-Dental Office Building - 720	10,000 SF	331	166	165	--	0%	331	166	165
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	1 Drive-Through Lane	179	90	89	--	82%	32	16	16
	TOTAL		510	256	254	--	29%	363	182	181
AM Peak-Hour of Generator	Medical-Dental Office Building - 720	10,000 SF	42	23	19	19%	0%	34	20	14
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	1 Drive-Through Lane	46	23	23	17%	90%	4	2	2
	TOTAL		88	46	42	18%	39%	38	22	16
AM Peak-Hour of Adjacent Street Traffic	Medical-Dental Office Building - 720	10,000 SF	30	23	7	23%	0%	23	20	3
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	1 Drive-Through Lane	40	20	20	18%	90%	3	1	2
	TOTAL		70	43	27	20%	42%	26	21	5
PM Peak-Hour of Generator	Medical-Dental Office Building - 720	10,000 SF	46	18	28	0%	0%	46	18	28
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	1 Drive-Through Lane	17	9	8	0%	98%	0	0	0
	TOTAL		63	27	36	0%	26%	46	18	28
PM Peak-Hour of Adjacent Street Traffic	Medical-Dental Office Building - 720	10,000 SF	31	9	22	0%	0%	31	9	22
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	1 Drive-Through Lane	15	8	7	0%	98%	0	0	0
	TOTAL		46	17	29	0%	32%	31	9	22

Based on the description, the access drive between the buildings will be double stacked with no escape lane, is that correct? Clarify that in the narrative.

Include the projected time of the peak periods in the narrative as well.

Reference: 6320 E Main Street Redevelopment
Trip Generation Statement and Drive-Through Queueing Analysis

Drive-Through Queue Analysis

As shown on the site plan in **Attachment A**, 10 vehicles will be able to queue in the drive-through lane for the Dutch Bros Coffee Shop. Dutch Bros Inc. prepares a traffic management plan for each of their coffee shops to ensure drive-through queues do not stack onto the adjacent public streets during peak periods of operation. This is accomplished by placing various staff members (line busters, drink runners, and traffic controllers) to help expedite queues during peak periods. The peak-period traffic management plan for the 6320 E Main Street location is provided in **Attachment C**.

During peak periods, all vehicles accessing the drive-through lanes will have to do so south of the dental office building. During these peak periods, the drive aisle between the buildings will be blocked off at the north end to allow 11 vehicles of double-lane stacking between the Dutch Bros Coffee Shop and dental office building during peak periods. There is another +/-175 feet of onsite stacking prior to queued vehicles reaching the access point on E Main Street. This will allow for seven (7) more vehicles (175 feet / 25 feet per vehicle) to queue onsite. The site has the ability to stack a total of 28 vehicles onsite prior to queues from the drive-through reaching E Main Street, the closest adjacent public street. Therefore, the proposed drive-through configuration in conjunction with the traffic management plan implemented by Dutch Bros Inc during peak periods is not anticipated to create queues that stack onto the adjacent public streets.

Sincerely,

Stantec Consulting Services Inc.



Matthew Crim, P.E., PTOE

Senior Associate

Ph: 513-842-8229

matt.crim@stantec.com

The "Traffic Management Plan Sign Placement" sheet calls out a sign which indicates that if the line is full, the customer needs to use the walk up window. Describe how a customer would navigate the area once they have pulled in to see the sign (turning car around, etc.) and where they would park for the walk-up window

Attachments: A: Site Plan
B: Detailed Trip Generation, Internal Capture, and Pass-By Capture Calculations
C: Traffic Management Plan

ATTACHMENT A

SITE PLAN

GEORGE NIKKI L TR
UNASSIGNED ADDRESS
ZONING: BRICE &
MAIN DISTRICT

SCHIRTZINGER A
KATHRYN TR
1255 BRICE RD
ZONING: BRICE &
MAIN DISTRICT

EMRO MARKETING CO
6312 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

RITE AID OF OHIO
INC
E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

CHRISTIAN AND
MISSIONARY
ALLIANCE
6321 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

6340 E MAIN LLC
6340 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

6340 E MAIN LLC
6340 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

6350 E MAIN LLC
6350 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

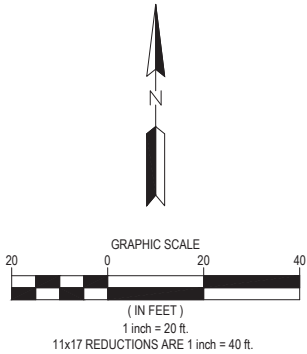


1500 LAKE SHORE DRIVE
SUITE 100
COLUMBUS, OH 43204
WWW.STANTEC.COM

CLIENT:
RIDGECREST REYNOLDSBURG I LLC
3700 74TH STREET
BROOKLYN PARK, MN 55443

6320 E MAIN ST REDEVELOPMENT

REYNOLDSBURG, OHIO



LEGEND

- PROPERTY BOUNDARY
- LOT LINE
- EASEMENT LINE
- SETBACK LINE
- RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- CURB
- CONSTRUCTION LIMITS
- BITUMINOUS PAVEMENT
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- GRASS / LANDSCAPING
- PROPOSED PARKING COUNT

NOTES

- SEE SHEET G-002 FOR ADDITIONAL PROJECT NOTES.
- DIMENSIONS ARE SHOWN TO FACE OF CURB, UNLESS NOTED OTHERWISE.
- DESIGNED BY OTHERS ITEMS SHOWN FOR REFERENCE ONLY. EXACT LOCATION, DETAIL, AND DESIGN ARE BY OTHERS. COORDINATE WITH PROJECT PARTNERS TO OBTAIN RELATED CONSTRUCTION DOCUMENTS/ DRAWINGS.
- VARIANCE DESCRIPTIONS:
 - VARIANCE #1: SECTION 1105.13.L.II (ESCAPE LANE)
 - VARIANCE #2: SECTION 1103.15.II (BUILDING SETBACK)
 - VARIANCE #3: SECTION 1105.21.C.I (PRIMARY STREET FRONTAGE ENTRY)
 - VARIANCE #4: SECTION 1105.01.G.VI (MINIMUM AISLE WIDTH)
- NO WATERBODIES LOCATED WITHIN 150' OF THE PROJECT PARCEL.

KEYNOTES

- STANTEC DESIGN ITEMS
 - 1.1. MATCH AND MATCH EXISTING
 - 1.2. CONCRETE SIDEWALK - SEE DETAIL 2/C-802
 - 1.3. CONCRETE PAVEMENT - SEE DETAIL 4/C-802
 - 1.4. CURB - SEE DETAIL R-8/C-801
 - 1.5. ACCESSIBLE PARKING STALL WITH ACCESS AISLE AND SIGN - SEE DETAIL 5/C-801
 - 1.6. ADA ACCESS AISLE - SEE DETAILS 5/C-801
 - 1.7. BOLLARD (TYP.) - SEE DETAILS 1/C-803
 - 1.8. PAVEMENT STRIPE (TYP.) - SEE DETAILS 5/C-802
 - 1.9. PAINTED PAVEMENT MARKINGS - SEE DETAILS 5/C-802
 - 1.10. PUBLIC CONCRETE SIDEWALK - SEE DETAILS R-9/C-801
 - 1.11. CURB RAMPS - SEE DETAILS R-10B/C-803
 - 1.12. BIKE PARKING
 - 1.13. ASPHALT PAVEMENT - SEE DETAILS 3/C-802
 - 1.14. STOP SIGN AND STOP BAR - SEE DETAILS 5.6/C-802
 - 1.15. 'DO NOT ENTER ONE WAY' SIGN - SEE DETAIL 6/C-802
- ITEMS DESIGNED BY OTHERS
 - 2.1. DOOR
 - 2.2. CANOPY/BUILDING OVERHANG
 - 2.3. MENU BOARD
 - 2.4. MENU/ORDERING BOARD
 - 2.5. TRASH ENCLOSURE AND CONCRETE PAD
 - 2.6. NEW SIGN PANELS ON EXISTING MONUMENT SIGN
 - 2.7. MONUMENT SIGN
 - 2.8. INSTALL SALVAGED TRANSFORMER ON NEW PAD
 - 2.9. WALK-UP SERVICE WINDOW
 - 2.10. DRIVE-THRU SERVICE WINDOW

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT OHIO UTILITIES PROTECTION SERVICE (OUPS) BEFORE YOU DIG AT 811 OR 1-800-362-2764 AT LEAST 2 BUSINESS DAYS IN ADVANCE (EXCLUDING THE DAY OF THE REQUEST, HOLIDAYS AND WEEKENDS) FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

OHIO811 BEFORE YOU DIG

DIAL 811
TOLL FREE: 800-362-2764

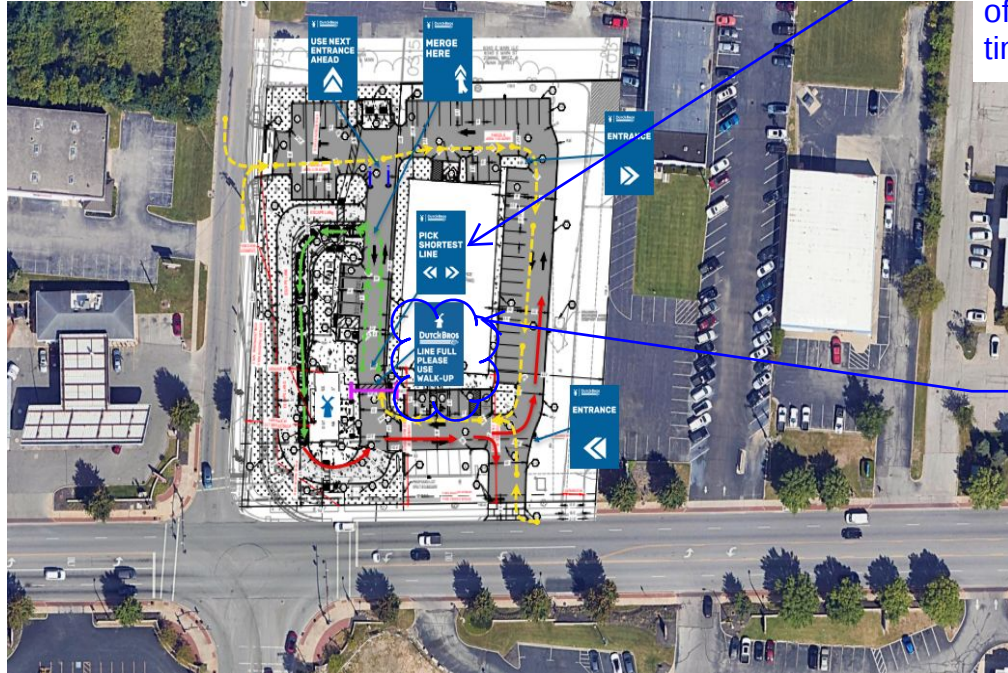


--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Traffic Management Plan

Sign Placement

This plan needs to be legible and the proposed signage locations clearly shown and the direction of viewing.



Based on some of the signage and the legend, it looks as though there isn't a proposed escape lane in the blocked off/shared access during peak times. Is that correct?

If the line is full, does the customer have to back up into potential traffic in this area where the drive-through exit converges with the and peak hour entrance traffic?

Ingress/Queue
Stopped Cars

Egress

Map Key

Overflow Queue
Stopped Cars

Path of Travel
No Stopped Cars



Staffing Key

LB

Line Buster

DR

Drink Runner

DBTC

Dutch Bros. Traffic Controller

TC

Third Party Traffic Controller
(Off-Duty Officer/Security Guard)

This plan needs to
be legible

Traffic Management Plan

Staffing Placement




Ingress/Queue
Stopped Cars


Egress

Map Key


Overflow Queue
Stopped Cars


Path of Travel
No Stopped Cars



GEORGE NIKKI L TR
UNASSIGNED
ADDRESS
ZONING: BRICE &
MAIN DISTRICT

G. Fickle
Comments
5/7/26

Include all existing utilities that service the project and show all newly proposed service lines on the site plan.
Provide pipe diameters, slopes, lengths, utility structures, catch basins, etc.

SCHIRTZINGER A
KATHRYN TR
1255 BRICE RD
ZONING: BRICE &
MAIN DISTRICT

EMRO MARKETING CO
6312 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

The site layout is still very tight relative to the proposed Brice Road intersection improvements, providing minimal flexibility for adjustments or construction variances. The concern is that this conceptual design is based on GIS information and NOT SURVEY. The City would have more comfort and flexibility with more space between the 2 improvements.

Show the existing storm and water main utilities, include diameter and GIS record number. Include where the utility tie-ins are/will be located on Major Site Plan

Show the existing sanitary sewer and include diameter and GIS record number and where the existing project ties into

Clearly show the proposed traffic flow during peak hours when this two way street is blocked off at the north end during peak hours (per the Trip Generation Statement, Analysis "Memo"). Is an escape lane proposed in this area if it is allowed to double stack?

Provide a separate Site Plan (include proposed wayfinding signage) for the proposed traffic flow for the entire proposed project during peak hours as it is described in the Memo.

PROPOSED DENTIST OFFICE
(REMODEL EXISTING BUILDING)
10,000 SF
MAX HEIGHT: 30'5"

The previous submission showed an area of 9,900 SF. Was that a typo?

Provide an existing site plan

Provide a Landscape Plan per City Zoning Code requirements on Major Site Plan

Include (Parcel A and B" in description
Include "Parcel B" in description
Include "Parcel A" in description
Include "Parcel C" in description

Provide a loading zone area per Zoning Code requirements

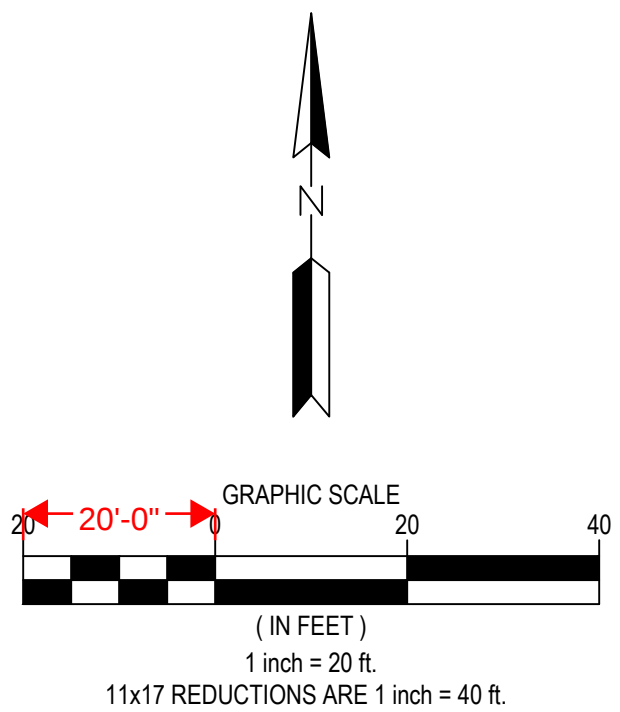
Will this parking area not have any improvements to it? Aerial shows pavement now, so will it just be striped? Is the parking intent to be exclusively used for the dental clinic?

E MAIN STREET, 80' R/W
(PRINCIPAL ARTERIAL OTHER)

CHRISTIAN AND
MISSIONARY
ALLIANCE
6321 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

6340 E MAIN LLC
6340 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

Show the construction limits



LEGEND

	PROPERTY BOUNDARY
	LOT LINE
	EASEMENT LINE
	SETBACK LINE
	RIGHT OF WAY LINE
	EXISTING PROPERTY LINE
	CURB
	CONSTRUCTION LIMITS
	BITUMINOUS PAVEMENT
	CONCRETE SIDEWALK
	CONCRETE PAVEMENT
	GRASS / LANDSCAPING
	PROPOSED PARKING COUNT

NOTES

- SEE SHEET G-002 FOR ADDITIONAL PROJECT NOTES.
- DIMENSIONS ARE SHOWN TO FACE OF CURB, UNLESS NOTED OTHERWISE.
- DESIGNED BY OTHERS ITEMS SHOWN FOR REFERENCE ONLY. EXACT LOCATION, DETAIL, AND DESIGN ARE BY OTHERS. COORDINATE WITH PROJECT PARTNERS TO OBTAIN RELATED CONSTRUCTION DOCUMENTS/ DRAWINGS.
- VARIANCE DESCRIPTIONS:
 - VARIANCE #1: SECTION 1105.01.G.iii (PARKING LOT SCREENING)
 - VARIANCE #2: SECTION 1103.15.ii (FRONT YARD BUILDING SETBACK)
 - VARIANCE #3: SECTION 1105.21.C.i (PRIMARY STREET FRONTAGE ENTRY)
 - VARIANCE #4: SECTION 1105.01.G.vi (MINIMUM AISLE WIDTH)
 - VARIANCE #5: SECTION 1103.15.iii (FRONT YARD BUILDING SETBACK - PARCEL A)
- NO WATERBODIES LOCATED WITHIN 150' OF THE PROJECT PARCEL.

KEYNOTES

- STANTEC DESIGN ITEMS
 - 1.1. MATCH AND MATCH EXISTING
 - 1.2. CONCRETE SIDEWALK - SEE DETAIL 2/C-802
 - 1.3. CONCRETE PAVEMENT - SEE DETAIL 4/C-802
 - 1.4. CURB - SEE DETAIL R-9/C-801
 - 1.5. ACCESSIBLE PARKING STALL WITH ACCESS AISLE AND SIGN - SEE DETAIL 5/C-801
 - 1.6. ADA ACCESS AISLE - SEE DETAILS 5/C-801
 - 1.7. BOLLARD (TYP.) - SEE DETAILS 1/C-803
 - 1.8. PAVEMENT STRIPE (TYP.) - SEE DETAILS 5/C-802
 - 1.9. PAINTED PAVEMENT MARKINGS - SEE DETAILS 5/C-802
 - 1.10. PUBLIC CONCRETE SIDEWALK - SEE DETAILS R-9/C-801
 - 1.11. CURB RAMPS - SEE DETAILS R-10B/C-803
 - 1.12. BIKE PARKING
 - 1.13. ASPHALT PAVEMENT - SEE DETAILS 3/C-802
 - 1.14. STOP SIGN AND STOP BAR - SEE DETAILS 5.6/C-802
 - 1.15. "DO NOT ENTER ONE WAY" SIGN - SEE DETAIL 6/C-802
- ITEMS DESIGNED BY OTHERS
 - 2.1. DOOR
 - 2.2. CANOPY/BUILDING OVERHANG
 - 2.3. MENU BOARD
 - 2.4. MENU/ORDERING BOARD
 - 2.5. TRASH ENCLOSURE AND CONCRETE PAD
 - 2.6. NEW SIGN PANELS ON EXISTING MONUMENT SIGN
 - 2.7. MONUMENT SIGN
 - 2.8. INSTALL SALVAGED TRANSFORMER ON NEW PAD
 - 2.9. WALK-UP SERVICE WINDOW
 - 2.10. DRIVE-THRU SERVICE WINDOW

Provide details of enclosure for both parcels to show it meets Zoning Code

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT OHIO UTILITIES PROTECTION SERVICE (OUPS) BEFORE YOU DIG AT 811 OR 1-800-362-2764 AT LEAST 2 BUSINESS DAYS IN ADVANCE (EXCLUDING THE DAY OF THE REQUEST, HOLIDAYS AND WEEKENDS) FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

OHIO811 BEFORE YOU DIG

DIAL 811
TOLL FREE: 800-362-2764



1500 LAKE SHORE DRIVE
SUITE 100
COLUMBUS, OH 43204
WWW.STANTEC.COM

CLIENT:

RIDGECREST REYNOLDSBURG I LLC
3700 74TH STREET
BROOKLYN PARK, MN 55443

6320 E MAIN ST REDEVELOPMENT

REYNOLDSBURG, OHIO

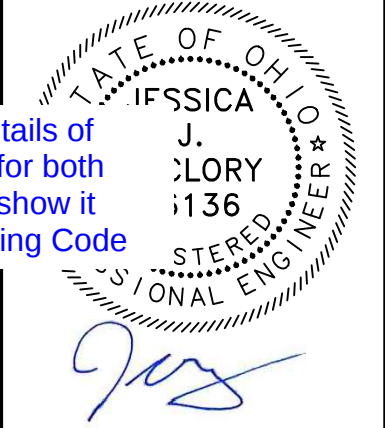
PROJECT TITLE

ISSUE NO.:

If calling out sheets for reference, please include the sheets (typ)

DESCRIPTION	SITE PLAN - CLIENT REVIEW
DATE:	
01/28/2026	

CERTIFICATION:



PROJECT NO.: 190300623

DWN BY: MED CHKD BY: LDC APPD BY: JJM

ISSUE DATE: 02/26/2026

ISSUE NO.: #1

SHEET TITLE:

SITE PLAN

SHEET NO.:

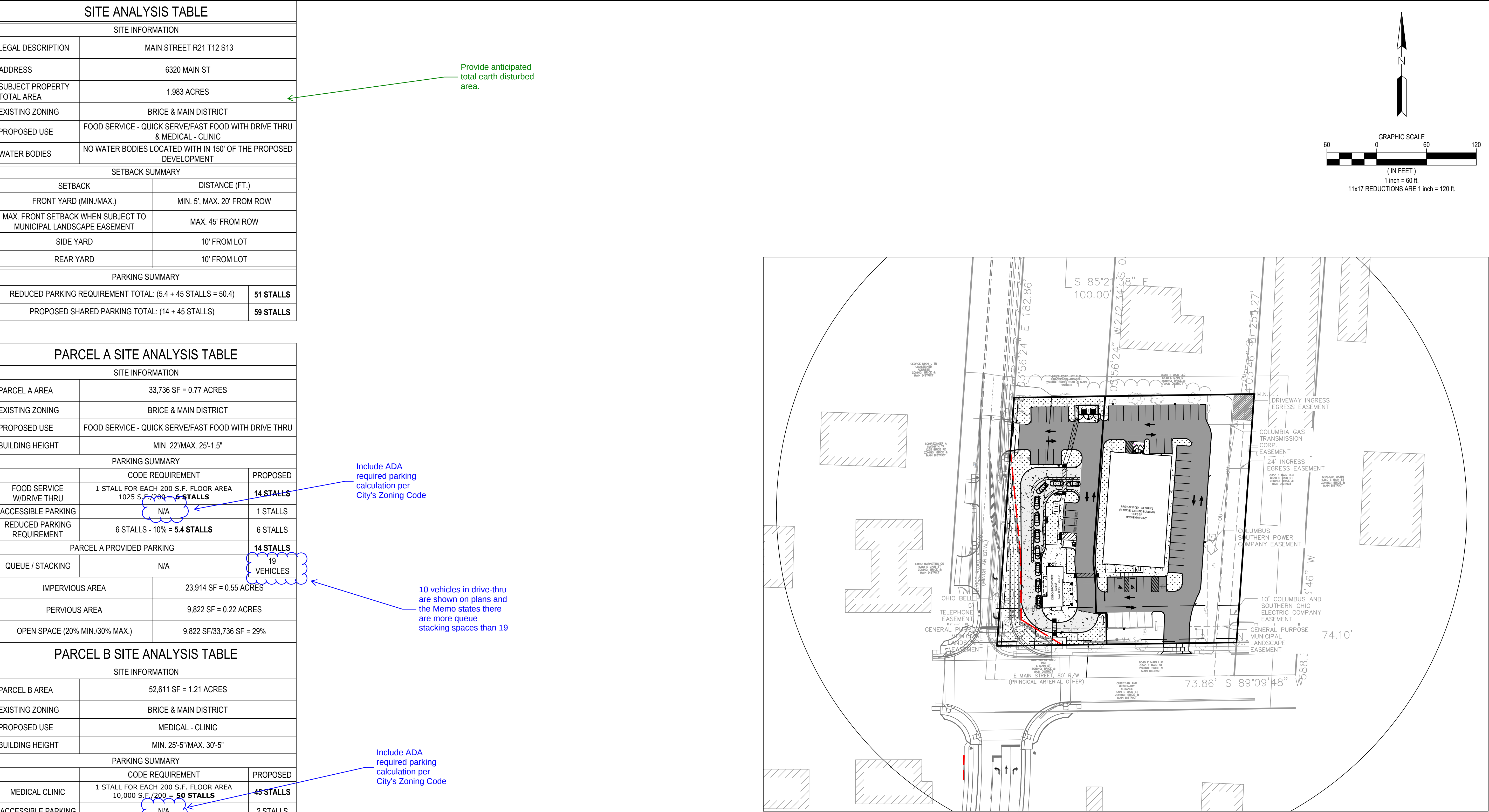
C-101

4/30/2026 12:05:30 PM

SITE ANALYSIS TABLE		
SITE INFORMATION		
LEGAL DESCRIPTION	MAIN STREET R21 T12 S13	
ADDRESS	6320 MAIN ST	
SUBJECT PROPERTY TOTAL AREA	1.983 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	FOOD SERVICE - QUICK SERVE/FAST FOOD WITH DRIVE THRU & MEDICAL - CLINIC	
WATER BODIES	NO WATER BODIES LOCATED WITH IN 150' OF THE PROPOSED DEVELOPMENT	
SETBACK SUMMARY		
SETBACK	DISTANCE (FT.)	
FRONT YARD (MIN./MAX.)	MIN. 5', MAX. 20' FROM ROW	
MAX. FRONT SETBACK WHEN SUBJECT TO MUNICIPAL LANDSCAPE EASEMENT	MAX. 45' FROM ROW	
SIDE YARD	10' FROM LOT	
REAR YARD	10' FROM LOT	
PARKING SUMMARY		
REDUCED PARKING REQUIREMENT TOTAL: (5.4 + 45 STALLS = 50.4)		51 STALLS
PROPOSED SHARED PARKING TOTAL: (14 + 45 STALLS)		59 STALLS

PARCEL A SITE ANALYSIS TABLE		
SITE INFORMATION		
PARCEL A AREA	33,736 SF = 0.77 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	FOOD SERVICE - QUICK SERVE/FAST FOOD WITH DRIVE THRU	
BUILDING HEIGHT	MIN. 22"/MAX. 25'-1.5"	
PARKING SUMMARY		
	CODE REQUIREMENT	PROPOSED
FOOD SERVICE W/DRIVE THRU	1 STALL FOR EACH 200 S.F. FLOOR AREA 1025 S.F./200 = 5.125 STALLS	14 STALLS
ACCESSIBLE PARKING	N/A	1 STALLS
REDUCED PARKING REQUIREMENT	6 STALLS - 10% = 5.4 STALLS	6 STALLS
PARCEL A PROVIDED PARKING		14 STALLS
QUEUE / STACKING	N/A	19 VEHICLES
IMPERVIOUS AREA		23,914 SF = 0.55 ACRES
PERVIOUS AREA		9,822 SF = 0.22 ACRES
OPEN SPACE (20% MIN./30% MAX.)		9,822 SF/33,736 SF = 29%

PARCEL B SITE ANALYSIS TABLE		
SITE INFORMATION		
PARCEL B AREA	52,611 SF = 1.21 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	MEDICAL - CLINIC	
BUILDING HEIGHT	MIN. 25'-5"/MAX. 30'-5"	
PARKING SUMMARY		
	CODE REQUIREMENT	PROPOSED
MEDICAL CLINIC	1 STALL FOR EACH 200 S.F. FLOOR AREA 10,000 S.F./200 = 50 STALLS	45 STALLS
ACCESSIBLE PARKING	N/A	2 STALLS
EV PARKING	1 EV SUPPLY SYSTEM EQUIPMENT (EVSE) INSTALLED FOR 20 OR MORE PARKING SPACES	1 STALLS
REDUCED PARKING REQUIREMENT	50 STALLS - 5 (10% PUBLIC TRANSIT REDUCTION) = 45 STALLS	45 STALLS
PARCEL B PROVIDED PARKING		45 STALLS
IMPERVIOUS AREA	39,437 SF = 0.91 ACRES	
PERVIOUS AREA	13,174 SF = 0.30 ACRES	
OPEN SPACE (20% MIN./30% MAX.)	13,174 SF/52,611 SF = 25%	



WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT OHIO UTILITIES PROTECTION SERVICE (OUPS) BEFORE YOU DIG AT 811 OR 1-800-362-2764 AT LEAST 2 BUSINESS DAYS IN ADVANCE (EXCLUDING THE DAY OF THE REQUEST, HOLIDAYS AND WEEKENDS) FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
CALL BEFORE YOU DIG

OHIO811 BEFORE YOU DIG

DIAL 811
TOLL FREE: 800-362-2764

1500 LAKE SHORE DRIVE
SUITE 100
COLUMBUS, OH 43204
WWW.STANTEC.COM

CLIENT:

RIDGECREST REYNOLDSBURG I LLC
3700 74TH STREET
BROOKLYN PARK, MN 55443

6320 E MAIN ST REDEVELOPMENT

REYNOLDSBURG, OHIO

PROJECT TITLE
ISSUE NO.: 1

DESCRIPTION: SITE PLAN - CLIENT REVIEW

DATE: 01/28/2026

CERTIFICATION:

PROJECT NO.: 190300623

DWN BY: MED CHK'D BY: LDC APP'D BY: JJM

ISSUE DATE: 02/26/2026

ISSUE NO.: #1

SHEET TITLE:

OVERALL SITE PLAN

SHEET NO.:

C-100

*All submissions must include a physical and digital copy. The physical copy may be dropped off or mailed to the address above. The digital copy can be submitted to the Building Department at: permit@reynoldsburg.gov

*Please know that an application will not be processed until payment has been received.

PLANNING AND ZONING BOARD VARIANCE AND CONDITIONAL USE APPLICATION

Property Address:	Parcel ID#(s):
-------------------	----------------

I. PROPERTY OWNER OF RECORD

Property Owner Name(s):	
Contact Email:	Contact Phone Number:

II. BUSINESS/TENANT INFORMATION (IF APPLICABLE)

Business Name:	Contact Name:
Contact Email:	Contact Phone Number:
Description of Use:	

III. APPLICANT INFORMATION

Applicant Name:	Applicant Address:
Applicant Phone Number:	Applicant Email:
☐ Property Owner ☐ Business Owner/Tenant ☐ Contractor ☐ Architect/Engineer ☐ Owner's Consent Attached.	

PROJECT INFORMATION

CHECK AND DESCRIBE IF APPLICABLE: ☐ Variance ☐ Conditional Use ☐ Variance or Conditional Use Extension (\$50)
☐ Residential (single-family residential only)(\$200) ☐ Non-Residential (all residential except single-family residential)(\$450) ☐ Engineering Report (\$750 [min])

Description of Project: _____

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature: _____ Date: _____

*By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner. *

****OFFICE USE ONLY****

* Revised 2026

Additional Notes:	Zoning District: _____	PZB Meeting Date: _____ ☐ Approved as Submitted ☐ Approved w/ Conditions ☐ Tabled ☐ Denied ☐ Withdrawn
	<u>Additional Approval Required</u>	
	☐ Major/Minor Site Plan	
	☐ Other: _____	
P&Z Administrator: _____		Date: _____

Section 1109.13

CONDITIONAL USES

Initiating a Conditional Use

A conditional use application shall be submitted to the Planning & Zoning Administrator at least twenty-one (21) days prior to a regularly scheduled meeting of the Planning and Zoning Board (PZB) according to the published meeting Calendar.

The Board may determine that additional studies or expert advice are necessary to evaluate a proposed Conditional Use relative to the requirements of the Code. *See next page for more details.*

Along with a completed application form, please submit three (3) hardcopy packets of all required items. Please also submit one (1) electronic copy, a PDF of the completed application and packet.

What information must be provided with a Conditional Use?

An application for a Conditional Use shall be submitted using the attached form and shall include the following:

- ☐ Description of the zoning district and existing uses of adjacent lots;
- ☐ A statement of the conditional use for which the application is submitted;
- ☐ Including a description of the activities proposed on the subject property, the goods and services sold or provided, hours of operation, anticipated number of employees, nature and volume of delivery activity, and other information which will assist the PZB with understanding the nature of the proposed use and its potential impacts;
- ☐ A plan of the proposed site and improvements showing the proposed location of all structures, parking and loading areas, streets and traffic accesses, open spaces, refuse and service areas, utilities, signs, yards, landscaping, and other relevant features;
- ☐ A narrative statement describing the compatibility of the proposed use with the existing uses of adjacent lots and with the Land Use Plan, including an evaluation of the effects on adjoining lots of such elements as traffic circulation, noise, glare, odor, fumes, vibration, and storm water, and any measures proposed to mitigate such effects;

- ☐ A narrative addressing each of the applicable criteria set forth in section 1109.13.D (see next page);
- ☐ Such other information as the PZB deems necessary to make a determination of the compliance of the proposed use with the applicable standards and regulations. Such additional information may include, but shall not be limited to:
 - Traffic impact analysis;
 - Storm water impact analysis; and/or
 - Utility impact analysis.

How much will a Conditional Use cost?

The fee for a Conditional Use is two hundred dollars (\$200) for a residential conditional use, and four hundred and fifty dollars (\$450) for all other conditional use requests

Conditional Uses may be subject to additional engineering review and multiple reviews may require additional engineering fees.

What is the time frame for review of a Conditional Use Permit?

An application for a Conditional Use Permit will take approximately one to two months. The Planning and Zoning Administrator will review the application and determine if it warrants public review. If it is determined it needs public review, the application will then be placed on the next Planning and Zoning Board Meeting.

Who may I call if I have questions?

Contact the Planning & Zoning Administrator at 614-322-6850

OR Visit our website at:

<https://www.reynoldsburg.gov/166/Development-Department>

Section 1109.13.D

STANDARDS FOR ALL CONDITIONAL USES

Upon reviewing an application for a conditional use, the Planning and Zoning Administrator or the Planning and Zoning Board (PZB), as applicable, shall consider whether the application provides adequate evidence that the proposed conditional use is consistent with the following standards:

- ☐ The proposed use shall be in harmony with the existing or intended character of the zone or district and nearby affected zones and districts and shall not change the essential character of the zones and districts;
- ☐ The proposed use shall not adversely affect the use of adjacent property;
- ☐ The proposed use shall not adversely affect the health, safety, morals, or welfare of persons residing or working in the neighborhood;
- ☐ The proposed use shall be served adequately by public facilities and services such as, but not limited to, roads, police and fire protection, storm water facilities, water, sanitary sewer, and schools;
- ☐ The proposed use shall not impose a traffic impact upon the public right-of-way significantly different from that anticipated from permitted uses of the zone or district;
- ☐ The proposed use shall be in accord with the general and specific objectives, and the purpose and intent of this Zoning Code and the Land Use Plan and any other plans and ordinances of the City;
- ☐ The proposed use complies with the applicable specific provisions and standards of this Code;
- ☐ The proposed use shall be found to meet the definition and intent of a use specifically listed as a conditional use in the zone or district in which the subject property is situated.

In approving a conditional use, the Planning and Zoning Administrator or the PZB, as applicable, may impose such conditions as deemed necessary to protect the public welfare, preserve the purpose and intent of this Code, to protect the character of the surrounding properties and neighborhood affected by the proposed use, and to mitigate the special impacts of the use. Such conditions may include, but shall not be limited to:

- Locations, setbacks, and configurations of structures and of uses of interior and exterior spaces;
- Screening comprised of landscaping, walls, fencing or other materials or construction;
- Access points and traffic management provisions, including those impacting vehicular and pedestrian access and the locations and design of parking facilities;
- Noise control measures, including those regulating loudspeakers or irregular vehicular or equipment noise;
- Other features of construction, including but not limited to paving and parking, signs, and landscaping;
- Hours and method of operation
- Maintenance of the site, structures, landscaping;
- Means of controlling glare, vibration, odors, dust, smoke, hazardous materials, refuse matter, water-carried waste, and storm water; and
- A time limit for operation of the use, if temporary operation is determined to be a typical characteristic of the proposed use or otherwise appropriate given unique circumstances of the proposed use.

Section 1109.11 VARIANCES

Initiating a Variance Request

A variance application shall be submitted to the Planning & Zoning Administrator at least twenty-one (21) days prior to the regularly scheduled meeting of the Planning and Zoning Board (PZB) according to the published meeting Calendar.

What information must be provided for a Variance?

A property owner seeking a Variance shall submit a written request for Variance on forms provided by the Planning & Zoning Administrator. Such request shall include the following:

- ☐ Name, address, and telephone number of the property owner(s) and owner's agent(s);
- ☐ Legal description, address, tax district and parcel number of the property;
- ☐ A description of the nature of the variance requested and a statement demonstrating the extent to which the requested variance conforms to the standards for variance in this Code (see Section 1109.11.D on next page);
- ☐ Statement of the hardship; and
- ☐ Such other information and exhibits as may be appropriate to establish the facts of the appeal and the grounds for relief.

***Note: The application must be signed by the property owner for the property which pertains to the variance.*

- ☐ Along with a completed application form, please submit three (3) hard copy packets of all required items. Please also submit a PDF of the completed application and packet.

What is the time frame for a variance request?

In general the application process takes 30-45 days. Once a variance application has been deemed complete, it will be reviewed and placed on the next PZB agenda at the discretion of the Planning and Zoning Administrator. The PZB can hold the application but a decision must be reached by the Board within sixty (60) days of the PZB hearing.

Why might you request a Variance?

To allow development of property prohibited by current zoning if such development will not adversely affect the surrounding property or neighborhood and if the PZB is satisfied that it will alleviate some hardship or difficulty.

How much will a Variance cost?

The fee for a variance is two hundred dollars (\$200) for a residential variance, and four hundred and fifty dollars (\$450) for all other variance requests.

Variances may be subject to additional engineering review and multiple reviews may require additional engineering fees.

What are the next steps after a Variance approval?

The approved variance will need to be officially documented through the issuance of a zoning certificate or a zoning sign permit depending on the type of variance. Any action of the PZB granted a variance shall be valid for a period of 12 months.

Who may I call if I have questions?

Contact the Planning & Zoning Administrator at 614-322-6850

OR Visit our website at:

<https://www.reynoldsburg.gov/166/Development-Department>

Section 1109.11.D

STANDARDS FOR VARIANCE

No variance in the strict application of the provisions of this Code shall be granted unless the Planning and Zoning Board makes specific findings of fact, based on the evidence presented to it, which supports conclusions that the variance conforms to the following standards:

- ☐ The variance is in accord with the general purpose and intent of the regulations imposed by this Code in the district in which it is located, and shall not be injurious to the area or otherwise detrimental to the public welfare.
- ☐ The variance will not permit the establishment of any use which is not otherwise listed as a permitted use or a conditional use in the zone or district in which the subject property is situated.
- ☐ There exist special circumstances or conditions, fully described in the findings, applicable to the land or structures for which the variance is sought, which are peculiar to such land or structures and which do not apply generally to land or structures in the area, and which are such that the strict application of the provisions of this Code would deprive the property owner of the reasonable use of such land or structures.
- ☐ There is deprivation of beneficial use of land, as opposed to mere loss in value as justification for the variance.
- ☐ There is proof of hardship or practical difficulty created by the strict application of this Code, beyond simply a showing that greater profit will result if the variance is granted. Economic hardship is not grounds for the variance. Furthermore, the hardship complained of is not self-created nor is it established on this basis by one who purchased with or without knowledge of the restrictions. The hardship results from the application of this Code and is suffered directly by the property in question.
- ☐ The variance is necessary for the reasonable use of the land or building, and the variance as granted is the minimum variance that will accomplish this purpose.
- ☐ The variance will not impair an adequate supply of light and air to adjacent property, substantially increase the congestion in the public streets, increase the danger of fire, endanger the public safety, or substantially diminish or impair property values of the adjacent area.
- ☐ The variance will not confer on the property owner any special privilege that is unduly denied by this Code to other land, structures, or buildings in the same district.
- ☐ No nonconforming use of neighboring land or structures in the same district and no permitted or nonconforming use of land or structures in other districts are considered as grounds for approval of the variance.
- ☐ The variance is not a matter of convenience when other remedies are available within the provisions of this Code.

Standards for Conditional Use (Section 1109.13.D)

Upon review of the application, the following findings of fact are presented to demonstrate consistency with the City of Reynoldsburg standards:

1. Harmony with Existing Character The proposed Dutch Bros Coffee shop is designed to be in harmony with the intended commercial character of the Insight Districts. By remodeling the existing building on-site to accommodate a dental clinic and adding a new, high-quality coffee shop, the project enhances the aesthetic and functional utility of the area without changing its essential commercial character. The proposed food service use is consistent with the purpose and intent of the Zoning Code and will not be injurious to the surrounding area or detrimental to the public welfare. The use supports commercial revitalization by replacing a long-vacant building with an active, customer-serving use.

2. Impact on Adjacent Property The subject property is located within a corridor characterized by commercial, drive-thru restaurants, and automotive-oriented uses. The proposed quick-service/fast food with drive-thru use will not adversely affect the use of adjacent properties which include an autobody shop, roofing company, autoparts store, gas station and fast-food operation. The site plan includes dedicated refuse areas, professional landscaping, more than adequate stacking for the drive-thru, and parking that meets or exceeds Code to ensure that operations remain self-contained and compatible with the neighboring uses.

3. Health, Safety, Morals, and Welfare The project is designed to protect the health, safety, and welfare of those residing or working in the neighborhood. The inclusion of bike racks, crosswalk connections, wayfinding signage, adequate parking and stacking, and a walk-up window for pedestrian service ensures that the site is accessible and safe for both vehicular and non-vehicular traffic.

4. Public Facilities and Services The site will be adequately served by all necessary public facilities, including roads, police and fire protection, water, and sanitary sewer. The project is a redevelopment of an existing site, utilizing established infrastructure.

5. Traffic Impact The proposed coffee shop will not impose a traffic impact significantly different from that anticipated for permitted uses in BMD and Insight Districts. The drive-thru and site circulation have been engineered to manage volume efficiently within the property boundaries. A double ordering board system allows for even greater car stacking in busy periods. Parking meets or exceeds code for both vehicles and bicycles and there is a Reciprocal Parking Agreement (REA) between the properties to afford greater flexibility with parking and access today and in the future.

6. Accordance with City Plans The use is in accord with the general and specific objectives of the Reynoldsburg Zoning Code and Land Use Plan. It promotes economic development on a primary corridor (Main Street) in a manner consistent with modern commercial standards. In addition, the project includes transit supportive development

standards such as pedestrian walkways connecting streets to buildings and on-site facilities for pedestrian, bike, and vehicular travel. The adaptive reuse of a portion of the former pharmacy for the dental building also checks the priority of infill and suburban retrofit.

7. Compliance with Code Provisions The proposed Dutch Bros complies with applicable specific provisions and standards of the City Code except for public entrances into the building which is for employees only and a modified escape lane both of which are due to Dutch Bros modern “service-only” business operations. Dutch Bros building, trash enclosure, parking areas, landscaping, bicycle racks, lighting, patio area, pedestrian connections, and service areas have been situated to meet or exceed Code requirements.

8. Definition and Intent of Use The proposed use meets the definition and intent of "Food Service - Quick Serve/Fast Food with Drive-Thru," which is specifically listed as a conditional use for the BMD district.

Conclusion

Based on the evidence provided, the standards set forth in Section 1109.13.D for Food service – Quick Service/Fast Food with Drive-Through are satisfied. We respectfully request that the Board approve this Conditional Use Permit to allow for operation of a Dutch Bros Coffee Shop with drive-through that offers a "people-first" drive-thru coffee model, focusing on speed, convenience, and energetic customer service to build community connections and deliver customizable beverages to the City of Reynoldsburg community.

Date: **May 13, 2026**

To: **City of Reynoldsburg Planning and Zoning Board**
From: **Trent Mayberry**

RE: **Dutch Bros Coffee Conditional Use Request for Food Service – Quick Serve/Fast Food with Drive-Thru**

Project Address: **6320 Main Street**
PID: **060-008388**

Statement of Intent

This application is submitted to request a conditional use permit for **Food Service – Quick Service/Fast Food with Drive-Through** pursuant to Section 1109.13 of the Reynoldsburg zoning Code to coincide with the construction of an approximately 1,025 square foot Dutch Bros Coffee shop. Dutch Bros is a limited-menu beverage service use without table service or a traditional sit-down dining area. The proposed development includes a drive-thru, a walk-up window for pedestrian service, an outdoor patio, dedicated vehicular and bicycle parking, pedestrian/vehicle accessways, and a dedicated trash enclosure.

Narrative as it pertains to Section 1109.13.

i. **Description of the zoning district and existing uses of adjacent lots:**

Zoning is Brice & Main District (BMD) which can be found in Section 1103.15 of the Reynoldsburg Zoning Code. The existing lot is a vacant Walgreens Pharmacy with a drive-thru. Adjacent uses include Buckeye Roofing & Exteriors to the North, Dodds Bodyworks and NAPA Auto Parts to the East, Speedway Gas Station to the West, and McDonald's with drive-thru to the South.

ii. **A statement of the conditional use for which the application is submitted:**

Applicant is requesting a conditional use permit for **Food Service – Quick Service/Fast Food with Drive-Through** pursuant to Section 1109.13.

iii. **Description of the activities proposed on the subject property:**

The property shall be used for an approximately 1,000 SF Dutch Bros coffee shop with drive-thru service and a 10,000 SF dental clinic. Dutch Bros will have 2-5 employees working at any given time depending upon how busy the location is and 200-400 customers per day (75% d/t and 25% other). Dutch Bros Coffee shops typically operate daily from 5:00 AM to 10:00 PM (Sunday–Thursday), with

extended hours until 11:00 PM on Friday and Saturday. The dentist anticipates having 40 +/- employees and 90 patients throughout the day at full capacity and. The dentist hours are 9-5 Monday to Friday and closed on weekends.

iv. **Site Plan:** (See attached)

v. **A narrative statement describing the compatibility of the proposed use with the existing uses of adjacent lots and with the Land Use Plan, including an evaluation of the effects on adjoining lots of such elements as traffic circulation, noise, glare, odor, fumes, vibration, and storm water, and any measures proposed to mitigate such effects:**

Existing adjacent lots contain automobile and drive-thru oriented businesses including fueling stations, drive-thru bank services, drive-thru fast-food restaurants, and autobody shops. These adjacent developments are mostly single-tenant with off-street parking lots and also zoned BMD.

The proposed Dutch Bros Coffee shop and Dental Clinic share some of these characteristics but also improve upon them. Our project has a mix of uses in a coffee shop and a dental clinic, meets building setbacks for the new Dutch Bros building which is located close to the corner of Main Street and Brice Road, and features pedestrian-friendly site design with cross walk connections from Main Street and between the buildings and numerous bike racks at each business.

The building facades, outdoor patio for Dutch Bros and Dentist entrance are oriented to Main Street with the majority of parking stalls accessible from the rear or sides of the buildings. There will be wayfinding signage throughout the project to welcome and direct visitors.

The proposed Dutch Bros and Dentist will utilize the two existing access points ***which are being modified to become code compliant.*** One access point is from Main Street and the second access point is from Brice Road.

There is a Reciprocal Easement Agreement (REA) in place that requires shared parking, access, and circulation between the businesses. This recorded easement ensures efficient traffic circulation and parking for planned and future uses.

The development will have minimal effect on the adjacent lots in terms of noise, glare, odor, fumes, or vibration. Landscaping is provided to meet the requirements of Section 1105.07 which will further shield adjacent uses from the proposed business operations. Lighting provided on the proposed property will be in compliance with Section 1105.09. Stormwater management will be provided in the form of catch basins and pipes to control stormwater runoff. Stormwater

detention will not be required as the proposed development will not increase impervious area from prior uses.

vi. **Narrative as it pertains to Section 1109.13.D:**

(See Attached Letter)

vii. **Narrative as it pertains to Section 1105.13.L:**

L. **Drive-Thru Service. The following regulations shall apply to the approval and operation of drive-thru establishments:**

- i. **Loudspeakers shall be located and designed, with volume and hours of operation controlled, in a manner to minimize noise impacts on nearby residential uses.**

This parcel is not adjacent to or in the near vicinity of any residential uses. The drive-thru loudspeaker will have volume controls that can be adjusted and will not impact nearby residential uses.

- ii. **Lanes required for vehicle access to and waiting for use of a drive-thru facility shall be designed to have sufficient length to accommodate the peak number of vehicles projected to use the facility at any one (1) time, to provide escape/abort lanes for vehicles desiring to leave the stacking lanes or to avoid disabled vehicles, and to minimize impacts on the use of other required parking or drives or on the use of abutting streets and hazards to pedestrians. The Planning and Zoning Administrator or Planning and Zoning Board, as applicable, may require a traffic study which documents the projected vehicular use of the proposed facilities and evidence of compliance with the provisions of this Zoning Code.**

The drive-thru for Dutch Brothers Coffee provides ample stacking in dual lane menu ordering boards. Additionally, there are dedicated drive lanes interior to site to prevent stacking or queuing within the right of way.

A variance is being requested due to the hardships noted within the variance application related to providing an escape / abort lane for the entire length of the drive-thru.

- iii. **The Planning and Zoning Administrator or Planning and Zoning Board, as applicable, may impose restrictions on the hours of operation in order to reduce inappropriate impacts on abutting uses and on street**

traffic and to ensure compatibility with normal vehicular activity in the district.

Noted. There is a Reciprocal Easement Agreement (REA) in place that requires shared parking, access, and circulation between the businesses. This ensures efficient traffic circulation and parking for planned and future uses.

- iv. The applicant shall so design the site plan or otherwise provide assurances as to reduce the impacts of lighting, litter, noise, and exhaust resulting from the facility, especially impacts on nearby residential uses.**

Noted. Site lighting has been designed in conformance to Section 1105.09. Enclosed trash receptacles will be provided for Dutch Bros customers and covered dumpsters are provided in separate trash enclosures for Dutch Bros and the dental clinic to minimize the potential for litter. This parcel is not adjacent to or in the near vicinity of any residential uses that may be impacted by noise or exhaust related to the proposed uses.

To: City of Reynoldsburg
Review Staff
File: 190300623

From: Matt Crim, P.E., PTOE
Stantec Consulting Services Inc
Date: April 30, 2026

Reference: 6320 E Main Street Redevelopment
Trip Generation Statement and Drive-Through Queueing Analysis

The petitioner proposes to redevelop the property at 6320 E Main Street in Reynoldsburg, Ohio. There is currently a vacant Walgreens on the property with a primary access point to E Main Street and a secondary access point to Brice Road. The project location is shown in **Figure 1**.



Figure 1: Project Location

The property will be redeveloped to include a 10,000 square-foot dental office and a 1,025 square-foot Dutch Bros Coffee Shop with two drive-through lanes. No changes to the driveway connections are proposed. A site plan is provided in **Attachment A**.

Reference: 6320 E Main Street Redevelopment
Trip Generation Statement and Drive-Through Queueing Analysis

Trip Generation

Daily, AM peak-hour of generator, AM peak-hour of adjacent street traffic, PM peak-hour of generator, and PM peak-hour of adjacent street traffic for the redevelopment was estimated using the Institute of Transportation Engineers (ITE), *Trip Generation Manual – the 12th Edition (2025)*. Land Use Code 720 (Medical-Dental Office Building) and Land Use Code 938 (Coffee/Donut Shop with Drive-Through Window and No Indoor Seating) were used for the trip generation estimates. To account for the interaction between land uses, internal capture was estimated based on information contained in the ITE *Trip Generation Handbook, 3rd Edition*. Internal capture percentages between mixed-use land uses were obtained from Table 6.1 and Table 6.2 on pages 57 and 58 of the ITE *Trip Generation Handbook*. The pass-by capture for the coffee shop was estimated from the ITE *Trip Generation Manual 12th Edition*. **Table 1** summarizes the trip generation. The detailed trip generation, internal capture, and pass-by capture calculations are provided in **Attachment B**. As shown in **Table 1**, the redevelopment is estimated to generate less than 50 hourly new external trips.

Table 1: Trip Generation

Time Period	ITE Land Use Code	Development Size	Gross Trip Generation			Internal Capture %	Pass-by %	New External Trips		
			Total	Enter	Exit			Total	Enter	Exit
Daily	Medical-Dental Office Building - 720	10,000 SF	331	166	165	--	0%	331	166	165
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	1 Drive-Through Lane	179	90	89	--	82%	32	16	16
	TOTAL		510	256	254	--	29%	363	182	181
AM Peak-Hour of Generator	Medical-Dental Office Building - 720	10,000 SF	42	23	19	19%	0%	34	20	14
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	1 Drive-Through Lane	46	23	23	17%	90%	4	2	2
	TOTAL		88	46	42	18%	39%	38	22	16
AM Peak-Hour of Adjacent Street Traffic	Medical-Dental Office Building - 720	10,000 SF	30	23	7	23%	0%	23	20	3
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	1 Drive-Through Lane	40	20	20	18%	90%	3	1	2
	TOTAL		70	43	27	20%	42%	26	21	5
PM Peak-Hour of Generator	Medical-Dental Office Building - 720	10,000 SF	46	18	28	0%	0%	46	18	28
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	1 Drive-Through Lane	17	9	8	0%	98%	0	0	0
	TOTAL		63	27	36	0%	26%	46	18	28
PM Peak-Hour of Adjacent Street Traffic	Medical-Dental Office Building - 720	10,000 SF	31	9	22	0%	0%	31	9	22
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	1 Drive-Through Lane	15	8	7	0%	98%	0	0	0
	TOTAL		46	17	29	0%	32%	31	9	22

Reference: 6320 E Main Street Redevelopment
Trip Generation Statement and Drive-Through Queueing Analysis

Drive-Through Queue Analysis

As shown on the site plan in **Attachment A**, 10 vehicles will be able to queue in the drive-through lane for the Dutch Bros Coffee Shop. Dutch Bros Inc. prepares a traffic management plan for each of their coffee shops to ensure drive-through queues do not stack onto the adjacent public streets during peak periods of operation. This is accomplished by placing various staff members (line busters, drink runners, and traffic controllers) to help expedite queues during peak periods. The peak-period traffic management plan for the 6320 E Main Street location is provided in **Attachment C**.

During peak periods, all vehicles accessing the drive-through lanes will have to do so south of the dental office building. During these peak periods, the drive aisle between the buildings will be blocked off at the north end to allow 11 vehicles of double-lane stacking between the Dutch Bros Coffee Shop and dental office building during peak periods. There is another +/-175 feet of onsite stacking prior to queued vehicles reaching the access point on E Main Street. This will allow for seven (7) more vehicles (175 feet / 25 feet per vehicle) to queue onsite. The site has the ability to stack a total of 28 vehicles onsite prior to queues from the drive-through reaching E Main Street, the closest adjacent public street. Therefore, the proposed drive-through configuration in conjunction with the traffic management plan implemented by Dutch Bros Inc during peak periods is not anticipated to create queues that stack onto the adjacent public streets.

Sincerely,

Stantec Consulting Services Inc.



Matthew Crim, P.E., PTOE

Senior Associate

Ph: 513-842-8229

matt.crim@stantec.com

Attachments: A: Site Plan
B: Detailed Trip Generation, Internal Capture, and Pass-By Capture Calculations
C: Traffic Management Plan

ATTACHMENT A

SITE PLAN

GEORGE NIKKI L TR
UNASSIGNED
ADDRESS
ZONING: BRICE &
MAIN DISTRICT

SCHIRTZINGER A
KATHRYN TR
1255 BRICE RD
ZONING: BRICE &
MAIN DISTRICT

EMRO MARKETING CO
6312 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

RITE AID OF OHIO
INC
E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

CHRISTIAN AND
MISSIONARY
ALLIANCE
6321 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

6340 E MAIN LLC
6340 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

6340 E MAIN LLC
6340 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

6350 E MAIN LLC
6350 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

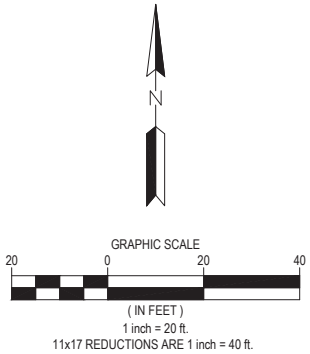


1500 LAKE SHORE DRIVE
SUITE 100
COLUMBUS, OH 43204
WWW.STANTEC.COM

CLIENT:
RIDGECREST REYNOLDSBURG I LLC
3700 74TH STREET
BROOKLYN PARK, MN 55443

6320 E MAIN ST REDEVELOPMENT

REYNOLDSBURG, OHIO



LEGEND

- PROPERTY BOUNDARY
- LOT LINE
- EASEMENT LINE
- SETBACK LINE
- RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- CURB
- CONSTRUCTION LIMITS
- BITUMINOUS PAVEMENT
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- GRASS / LANDSCAPING
- PROPOSED PARKING COUNT

NOTES

- SEE SHEET G-002 FOR ADDITIONAL PROJECT NOTES.
- DIMENSIONS ARE SHOWN TO FACE OF CURB, UNLESS NOTED OTHERWISE.
- DESIGNED BY OTHERS ITEMS SHOWN FOR REFERENCE ONLY. EXACT LOCATION, DETAIL, AND DESIGN ARE BY OTHERS. COORDINATE WITH PROJECT PARTNERS TO OBTAIN RELATED CONSTRUCTION DOCUMENTS/ DRAWINGS.
- VARIANCE DESCRIPTIONS:
VARIANCE #1: SECTION 1105.13.L.II (ESCAPE LANE)
VARIANCE #2: SECTION 1103.15.II (BUILDING SETBACK)
VARIANCE #3: SECTION 1105.21.C.I (PRIMARY STREET FRONTAGE ENTRY)
VARIANCE #4: SECTION 1105.01.G.VI (MINIMUM AISLE WIDTH)
- NO WATERBODIES LOCATED WITHIN 150' OF THE PROJECT PARCEL.

KEYNOTES

- STANTEC DESIGN ITEMS
 - MATCH AND MATCH EXISTING
 - CONCRETE SIDEWALK - SEE DETAIL 2/C-802
 - CONCRETE PAVEMENT - SEE DETAIL 4/C-802
 - CURB - SEE DETAIL R-8/C-801
 - ACCESSIBLE PARKING STALL WITH ACCESS AISLE AND SIGN - SEE DETAIL 5/C-801
 - ADA ACCESS AISLE - SEE DETAILS 5/C-801
 - BOLLARD (TYP.) - SEE DETAILS 1/C-803
 - PAVEMENT STRIPE (TYP.) - SEE DETAILS 5/C-802
 - PAINTED PAVEMENT MARKINGS - SEE DETAILS 5/C-802
 - PUBLIC CONCRETE SIDEWALK - SEE DETAILS R-9/C-801
 - CURB RAMPS - SEE DETAILS R-10B/C-803
 - BIKE PARKING
 - ASPHALT PAVEMENT - SEE DETAILS 3/C-802
 - STOP SIGN AND STOP BAR - SEE DETAILS 5.6/C-802
 - DO NOT ENTER ONE WAY SIGN - SEE DETAIL 6/C-802
- ITEMS DESIGNED BY OTHERS
 - DOOR
 - CANOPY/BUILDING OVERHANG
 - MENU BOARD
 - MENU/ORDERING BOARD
 - TRASH ENCLOSURE AND CONCRETE PAD
 - NEW SIGN PANELS ON EXISTING MONUMENT SIGN
 - MONUMENT SIGN
 - INSTALL SALVAGED TRANSFORMER ON NEW PAD
 - WALK-UP SERVICE WINDOW
 - DRIVE-THRU SERVICE WINDOW

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT OHIO UTILITIES PROTECTION SERVICE (OUPS) BEFORE YOU DIG AT 811 OR 1-800-362-2764 AT LEAST 2 BUSINESS DAYS IN ADVANCE (EXCLUDING THE DAY OF THE REQUEST, HOLIDAYS AND WEEKENDS) FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

OHIO811 BEFORE YOU DIG

DIAL 811
TOLL FREE: 800-362-2764



--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

ATTACHMENT B
DETAILED TRIP GENERATION, INTERNAL CAPTURE,
AND PASS-BY CAPTURE CALCULATIONS

6320 E MAIN STREET REDEVELOPMENT TRIP GENERATION

Time Period	ITE Land Use Code	Variable	Size	Trip Rate/Equation	Enter Split	Exit Split	Gross Trip Generation			Internal Capture %	Internal Capture Trips			Pass-by % ¹	Pass-by Capture Trips			New External Trips		
							Total	Enter	Exit		Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Daily	Medical-Dental Office Building - 720	Per 1,000 SF	10,000	$T = 40.60(x) - 75.15$	50%	50%	331	166	165	--	--	--	--	0%	0	0	0	331	166	165
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	Per Drive-Through Lane	1	$T = 179.00(x)$	50%	50%	179	90	89	--	--	--	--	82%	147	74	73	32	16	16
	TOTAL						510	256	254	--	--	--	--	29%	147	74	73	363	182	181
AM Peak-Hour of Generator	Medical-Dental Office Building - 720	Per 1,000 SF	10,000	$T = 4.17(x) + 0.70$	55%	45%	42	23	19	19%	8	3	5	0%	0	0	0	34	20	14
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	Per Drive-Through Lane	1	$T = 45.71(x)$	50%	50%	46	23	23	17%	8	5	3	90%	34	16	18	4	2	2
	TOTAL						88	46	42	18%	16	8	8	39%	34	16	18	38	22	16
AM Peak-Hour of Adjacent Street Traffic	Medical-Dental Office Building - 720	Per 1,000 SF	10,000	$\ln(T) = 0.90\ln(x) + 1.33$	78%	22%	30	23	7	23%	7	3	4	0%	0	0	0	23	20	3
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	Per Drive-Through Lane	1	$T = 39.81(x)$	50%	50%	40	20	20	18%	7	4	3	90%	30	15	15	3	1	2
	TOTAL						70	43	27	20%	14	7	7	42%	30	15	15	26	21	5
PM Peak-Hour of Generator	Medical-Dental Office Building - 720	Per 1,000 SF	10,000	$T = 5.40(x) - 8.32$	40%	60%	46	18	28	0%	0	0	0	0%	0	0	0	46	18	28
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	Per Drive-Through Lane	1	$T = 17.15(x)$	50%	50%	17	9	8	0%	0	0	0	98%	17	9	8	0	0	0
	TOTAL						63	27	36	0%	0	0	0	26%	17	9	8	46	18	28
PM Peak-Hour of Adjacent Street Traffic	Medical-Dental Office Building - 720	Per 1,000 SF	10,000	$T = 3.70(x) - 5.75$	30%	70%	31	9	22	0%	0	0	0	0%	0	0	0	31	9	22
	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating - 938	Per Drive-Through Lane	1	$T = 15.08(x)$	50%	50%	15	8	7	0%	0	0	0	98%	15	8	7	0	0	0
	TOTAL						46	17	29	0%	0	0	0	32%	15	8	7	31	9	22

1. Daily pass-by capture is not available for LUC 938. Daily pass-by capture from LUC 937 was used.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	6320 E Main St Redevelopment			Organization:	
Project Location:	Reynoldsburg, OH			Performed By:	
Scenario Description:	Buildout			Date:	
Analysis Year:	2028			Checked By:	
Analysis Period:	AM Peak Hour of Generator			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	720	10,000	sf	42	23	19
Retail				0		
Restaurant	938	1	Drive-Thru Lanes	46	23	23
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
				88	46	42

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	5	0	0	0
Retail	0		0	0	0	0
Restaurant	3	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	88	46	42
Internal Capture Percentage	18%	17%	19%
External Vehicle-Trips ⁵	72	38	34
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	13%	26%
Retail	N/A	N/A
Restaurant	22%	13%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	6320 E Main St Redevelopment			Organization:	
Project Location:	Reynoldsburg, OH			Performed By:	
Scenario Description:	Buildout			Date:	
Analysis Year:	2028			Checked By:	
Analysis Period:	AM Peak Hour of Adjacent Street Traffic			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	720	10,000	sf	30	23	7
Retail				0		
Restaurant	938	1	Drive-Thru Lanes	40	20	20
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
				70	43	27

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	4	0	0	0
Retail	0		0	0	0	0
Restaurant	3	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	70	43	27
Internal Capture Percentage	20%	16%	26%
External Vehicle-Trips ⁵	56	36	20
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	13%	57%
Retail	N/A	N/A
Restaurant	20%	15%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	6320 E Main St Redevelopment			Organization:	
Project Location:	Reynoldsburg, OH			Performed By:	
Scenario Description:	Buildout			Date:	
Analysis Year:	2028			Checked By:	
Analysis Period:	PM Peak Hour of Generator			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	720	10,000	sf	46	18	28
Retail				0		
Restaurant	938	1	Drive-Thru Lanes	17	9	8
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
				63	27	36

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	63	27	36
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips ⁵	63	27	36
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	0%	0%
Retail	N/A	N/A
Restaurant	0%	0%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	6320 E Main St Redevelopment			Organization:	
Project Location:	Reynoldsburg, OH			Performed By:	
Scenario Description:	Buildout			Date:	
Analysis Year:	2028			Checked By:	
Analysis Period:	PM Peak Hour of Adjacent Street Traffic			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	720	10,000	sf	31	9	22
Retail				0		
Restaurant	938	1	Drive-Thru Lanes	15	8	7
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
				46	17	29

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	46	17	29
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips ⁵	46	17	29
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	0%	0%
Retail	N/A	N/A
Restaurant	0%	0%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Vehicle Pass-By Rates by Land Use									
Source: ITE <i>Trip Generation Manual</i> , 12th Edition									
Land Use Code	937								
Land Use	Coffee/Donut Shop with Drive-Through Window								
Setting	General Urban/Suburban								
Time Period	Weekday								
# Data Sites	4								
Average Pass-By Rate	82%								
	Pass-By Characteristics for Individual Sites								
	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
Drive-Through Lanes					Primary (%)	Diverted (%)	Total (%)		
1	Florida	2019	510	82	18	—	18	—	18
1	Florida	2019	630	81	19	—	19	—	18
1	Florida	2019	812	78	22	—	22	—	18
1	Florida	2019	729	87	13	—	13	—	18

Vehicle Pass-By Rates by Land Use									
Source: ITE <i>Trip Generation Manual</i> , 12th Edition									
Land Use Code	938								
Land Use	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating								
Setting	General Urban/Suburban								
Time Period	Weekday AM Peak Period								
# Data Sites	3								
Average Pass-By Rate	90%								
	Pass-By Characteristics for Individual Sites								
	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	
Drive-Through Lanes					Primary (%)	Diverted (%)	Total (%)		Source
1	Washington	1997	—	83	—	—	17	—	18
1	Oregon	1998	—	95	—	—	5	—	18
1	Washington	1998	—	92	—	—	8	—	18

Vehicle Pass-By Rates by Land Use									
Source: ITE <i>Trip Generation Manual</i> , 12th Edition									
Land Use Code	938								
Land Use	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	2								
Average Pass-By Rate	98%								
	Pass-By Characteristics for Individual Sites								
	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	
Drive-Through Lanes					Primary (%)	Diverted (%)	Total (%)		Source
1	Washington	1997	—	100	—	—	0	—	18
1	Oregon	1998	—	95	—	—	5	—	18

ATTACHMENT C
TRAFFIC MANAGEMENT PLAN

Traffic Management Plan

OH0608
6320 E Main Street
Reynoldsburg, OH 43068

Operator
TBD

Business Coach
TBD

Regional Activation Coach:
TBD

Kyle Dallas
Site & Traffic Plan Administrator
Dutch Bros. HQ | Tempe, AZ
C: 602.525.8737
E: Kyle.Dallas @DutchBros.com



Who We Are

Speed

Quality

Service

Dutch Bros Inc. (NYSE: BROS) is a high-growth operator and franchisor of drive-thru shops that focus on serving high **QUALITY**, hand-crafted beverages with unparalleled **SPEED** and superior **SERVICE**.

Founded in 1992 by brothers Dane and Travis Boersma, Dutch Bros began with a double-head espresso machine and a pushcart in Grants Pass, Oregon. While espresso-based beverages are still at the core of what we do, Dutch Bros now offers a wide variety of unique, customizable cold and hot beverages that delight a broad array of customers.

We believe Dutch Bros is more than just the products we serve—we are dedicated to making a massive difference in the lives of our employees, customers and communities. This combination of hand-crafted and high-quality beverages, our unique drive-thru experience and our community-driven, people-first culture has allowed us to successfully open new shops and continue to share the “Dutch Luv” at 1,043 locations across 19 states as of June 30, 2025.



Traffic Management Plan Overview

1

The Site & Traffic Plan Administrator creates a custom traffic management plan that is tailored to each unique site.

Each plan identifies paths of travel for customers, points of ingress/egress, crew parking, directional sign placement, and suggested staffing placement.

City ordinances, CC&Rs, easements agreements, etc., are reviewed when a traffic management plan is created to ensure compliance.

2

Once the plan is completed, it is then shared with the field leadership team for the subject shop and market area (i.e. Regional Operator, Business Coach, and Regional Activation Coach).

Field leadership provides feedback on the traffic management plan and can request revisions, if needed.

Once the plan is approved, directional a-frame/cone topper signs are ordered to be sent to the shop.

3

Field leadership and crew setup the traffic management plan by placing temporary signs, cones, and readying staff for placement.

All cones and temporary signs are removed at the end of each business day.

If third party traffic control is needed, the field leadership team will identify dates, times, and number of controllers needed approximately one (1) to two (2) weeks prior to the grand opening date.

Traffic Management Positions

Line Buster

Dutch Bros. Crew Member

This position primarily obtains drink orders from customers that are lined up in the queue behind the ordering window. They are equipped with iPad's, card readers, and some with cash bags for cash transactions. Their objective is to quickly and accurately obtain customer orders down the line to expedite time spent at the window. In some cases, a Line Buster may also run drinks out to cars as orders are completed.

Drink Runner

Dutch Bros. Crew Member

More commonly staffed during the grand opening period; this position's responsibility is to run completed drink orders out to cars in the queue. They may also help customers coordinate exiting the line using the escape lane and allowing customers to pull forward and shorten the queue.

DB Traffic Controller

Dutch Bros. Crew Member

Dutch Bros. crew members may also direct on-site traffic to ensure traffic flow remains unhindered at key points within drive aisles. Traffic Controllers are briefed on the traffic plan to ensure properly coordinated execution. They also will setup and take down cones and a-frame signs as needed.

Third Party Traffic Controller

Third Party Contracted

Described on page 5



Third Party Traffic Control

Hired by Third Party Broker

Dutch Bros. works with a national broker that recruits off-duty police officers from city, county, and state jurisdictions.

Off-Site Traffic Management

Third party traffic controllers work primarily off-site to manage overflow traffic. They provide direction to customers and keep public roadways and primary drive aisles clear.

Order Time-frame

Dutch Bros. HQ and the regional field leadership team determine the need for third party traffic control (dates, times, and number of officers). An order is submitted to our broker one to two weeks prior to the grand opening date. Traffic controllers orders are usually submitted in one to two week blocks.

Alternative

If there are not any available off-duty officers to fill the traffic control roles, our broker then reaches out to national security companies (i.e. Securitas, GardaWorld) to obtain security guards to fill the vacant positions.

Consistent Coverage Evaluation

The regional field leadership team evaluates toward the end of each order period if the need for third party traffic control is still existent or if it can be adjusted or eliminated. Queue times, number of customer visits, and additional data are gathered regularly to determine coverage needs.

Special Occasions

From time-to-time, Dutch Bros. has community giveback days (i.e. Dutch Luv, Drink one for Dane) or other marketing campaigns that cause an influx of customers to visit their local shop. Regional leadership teams plan ahead for these days and can request third party traffic control as needed based on historical, shop specific trends.



A-Frame Directional Sign Example

A-Frame Dimensions:

"Sandwich Board"

24 Inches Wide

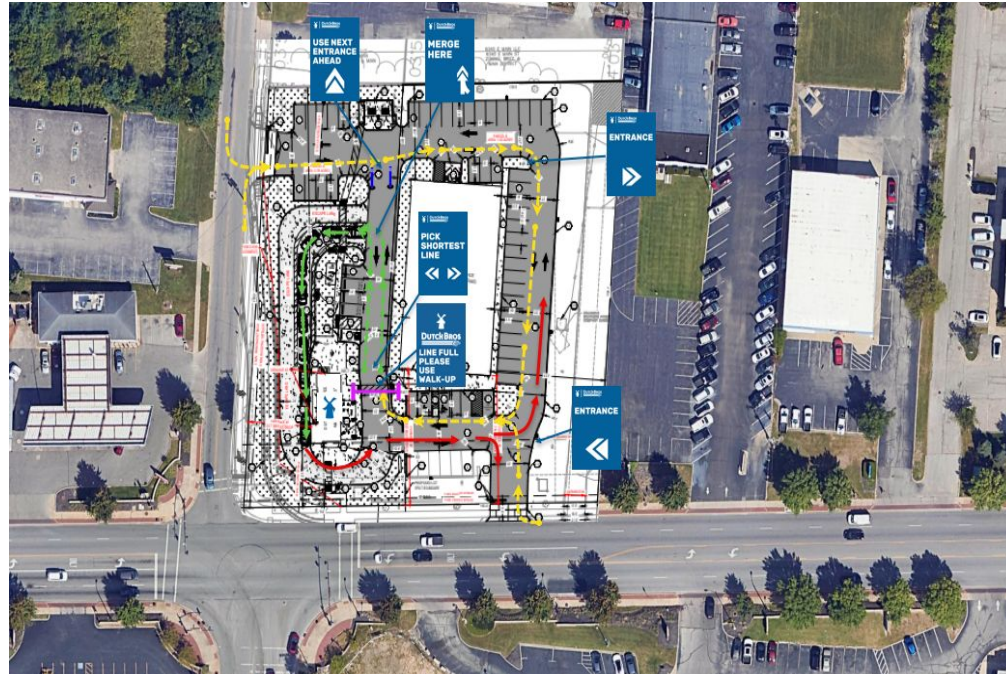
36 Inches Tall

Signs shown are only examples. Custom a-frames and cone-toppers can be made upon request.



Traffic Management Plan

Sign Placement



Ingress/Queue
Stopped Cars

Egress

Map Key

Overflow Queue
Stopped Cars

Path of Travel
No Stopped Cars



Staffing Key

LB

Line Buster

DR

Drink Runner

DBTC

Dutch Bros. Traffic Controller

TC

Third Party Traffic Controller
(Off-Duty Officer/Security Guard)

Traffic Management Plan

Staffing Placement




Ingress/Queue
Stopped Cars


Egress

Map Key


Overflow Queue
Stopped Cars


Path of Travel
No Stopped Cars



GEORGE NIKKI L TR
UNASSIGNED
ADDRESS
ZONING: BRICE &
MAIN DISTRICT

SCHIRTZINGER A
KATHRYN TR
1255 BRICE RD
ZONING: BRICE &
MAIN DISTRICT

EMRO MARKETING CO
6312 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

BRICE ROAD LOT LLC
UNASSIGNED ADDRESS
ZONING: BRICE ROAD & MAIN
DISTRICT

6340 E MAIN LLC
6340 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

DRIVEWAY INGRESS
EGRESS EASEMENT

COLUMBIA GAS
TRANSMISSION
CORP.
EASEMENT

6350 E MAIN LLC
6350 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

COLUMBUS SOUTHERN POWER
COMPANY EASEMENT

10' COLUMBUS AND
SOUTHERN OHIO
ELECTRIC COMPANY
EASEMENT

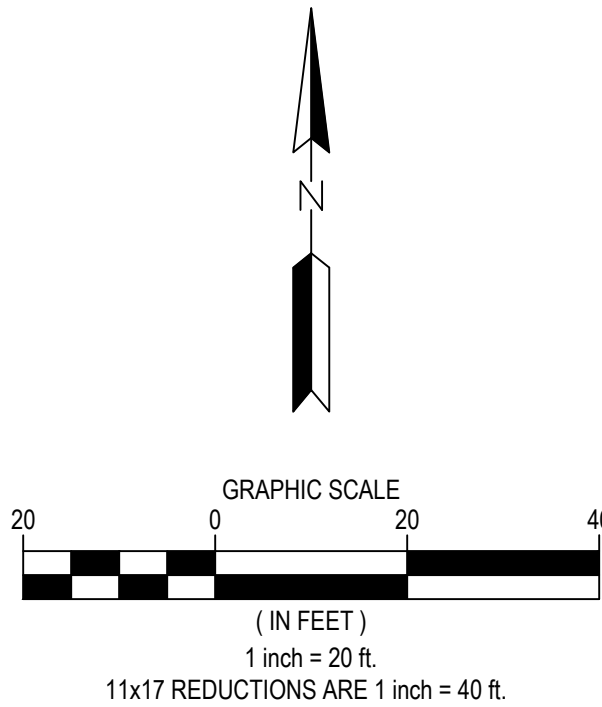
GENERAL PURPOSE
MUNICIPAL
LANDSCAPE
EASEMENT

RITE AID OF OHIO
INC
E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

6340 E MAIN LLC
6340 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

CHRISTIAN AND
MISSIONARY
ALLIANCE
6321 E MAIN ST
ZONING: BRICE &
MAIN DISTRICT

E MAIN STREET, 80' R/W
(PRINCIPAL ARTERIAL OTHER)



LEGEND

	PROPERTY BOUNDARY
	LOT LINE
	EASEMENT LINE
	SETBACK LINE
	RIGHT OF WAY LINE
	EXISTING PROPERTY LINE
	CURB
	CONSTRUCTION LIMITS
	BITUMINOUS PAVEMENT
	CONCRETE SIDEWALK
	CONCRETE PAVEMENT
	GRASS / LANDSCAPING
	PROPOSED PARKING COUNT

NOTES

- SEE SHEET G-002 FOR ADDITIONAL PROJECT NOTES.
- DIMENSIONS ARE SHOWN TO FACE OF CURB, UNLESS NOTED OTHERWISE.
- DESIGNED BY OTHERS ITEMS SHOWN FOR REFERENCE ONLY. EXACT LOCATION, DETAIL, AND DESIGN ARE BY OTHERS. COORDINATE WITH PROJECT PARTNERS TO OBTAIN RELATED CONSTRUCTION DOCUMENTS/ DRAWINGS.
- VARIANCE DESCRIPTIONS:
VARIANCE #1: SECTION 1105.01.G.iii (PARKING LOT SCREENING)
VARIANCE #2: SECTION 1103.15.ii (BUILDING SETBACK)
VARIANCE #3: SECTION 1105.21.C.i (PRIMARY STREET FRONTAGE ENTRY)
VARIANCE #4: SECTION 1105.01.G.vi (MINIMUM AISLE WIDTH)
- NO WATERBODIES LOCATED WITHIN 150' OF THE PROJECT PARCEL.

KEYNOTES

- STANTEC DESIGN ITEMS
 - MATCH AND MATCH EXISTING
 - CONCRETE SIDEWALK - SEE DETAIL 2/C-802
 - CONCRETE PAVEMENT - SEE DETAIL 4/C-802
 - CURB - SEE DETAIL R-8/C-801
 - ACCESSIBLE PARKING STALL WITH ACCESS AISLE AND SIGN - SEE DETAIL 5/C-801
 - ADA ACCESS AISLE - SEE DETAILS 5/C-801
 - BOLLARD (TYP) - SEE DETAILS 1/C-803
 - PAVEMENT STRIPE (TYP) - SEE DETAILS 5/C-802
 - PAINTED PAVEMENT MARKINGS - SEE DETAILS 5/C-802
 - PUBLIC CONCRETE SIDEWALK - SEE DETAILS R-9/C-801
 - CURB RAMPS - SEE DETAILS R-10B/C-803
 - BIKE PARKING
 - ASPHALT PAVEMENT - SEE DETAILS 3/C-802
 - STOP SIGN AND STOP BAR - SEE DETAILS 5.6/C-802
 - DO NOT ENTER ONE WAY SIGN - SEE DETAIL 6/C-802
- ITEMS DESIGNED BY OTHERS
 - DOOR
 - CANOPY/BUILDING OVERHANG
 - MENU BOARD
 - MENU/ORDERING BOARD
 - TRASH ENCLOSURE AND CONCRETE PAD
 - NEW SIGN PANELS ON EXISTING MONUMENT SIGN
 - MONUMENT SIGN
 - INSTALL SALVAGED TRANSFORMER ON NEW PAD
 - WALK-UP SERVICE WINDOW
 - DRIVE-THRU SERVICE WINDOW

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT OHIO UTILITIES PROTECTION SERVICE (OUPS) BEFORE YOU DIG AT 811 OR 1-800-362-2764 AT LEAST 2 BUSINESS DAYS IN ADVANCE (EXCLUDING THE DAY OF THE REQUEST, HOLIDAYS AND WEEKENDS) FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

OHIO811 BEFORE YOU DIG

DIAL 811
TOLL FREE: 800-362-2764



1500 LAKE SHORE DRIVE
SUITE 100
COLUMBUS, OH 43204
WWW.STANTEC.COM

CLIENT:

RIDGECREST REYNOLDSBURG I LLC
3700 74TH STREET
BROOKLYN PARK, MN 55443

6320 E MAIN ST REDEVELOPMENT

REYNOLDSBURG, OHIO

PROJECT TITLE

ISSUE NO.:

1

DESCRIPTION:

SITE PLAN - CLIENT REVIEW

DATE:

01/28/2026

CERTIFICATION:



PROJECT NO.: 190300623

DWN BY: MED CHKD BY: LDC APPD BY: JJM

ISSUE DATE: 02/26/2026

ISSUE NO.: #1

SHEET TITLE:

SITE PLAN

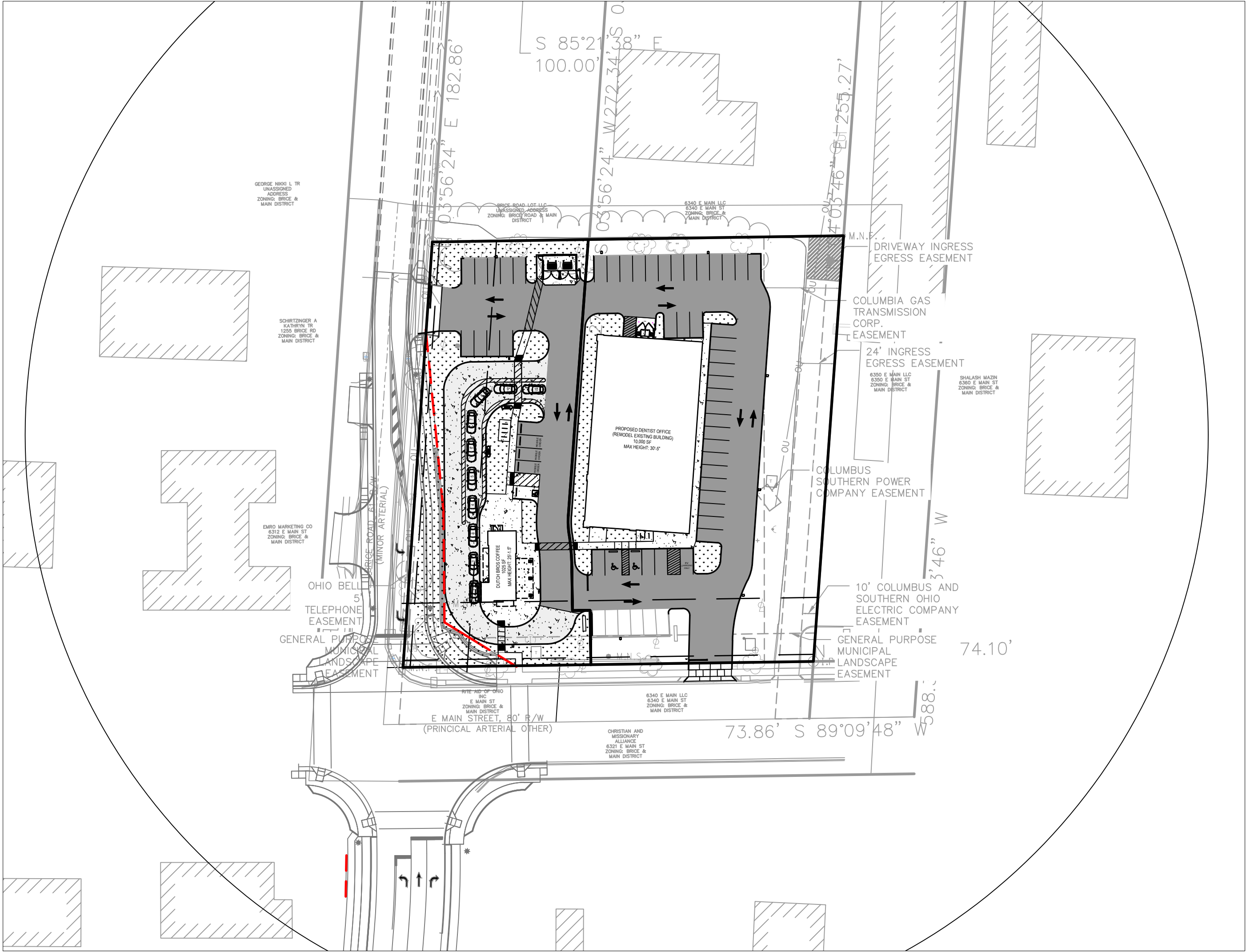
SHEET NO.:

C-101

4/30/2026 11:45:50 AM

SITE ANALYSIS TABLE		
SITE INFORMATION		
LEGAL DESCRIPTION	MAIN STREET R21 T12 S13	
ADDRESS	6320 MAIN ST	
SUBJECT PROPERTY TOTAL AREA	1.983 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	FOOD SERVICE - QUICK SERVE/FAST FOOD WITH DRIVE THRU & MEDICAL - CLINIC	
WATER BODIES	NO WATER BODIES LOCATED WITH IN 150' OF THE PROPOSED DEVELOPMENT	
SETBACK SUMMARY		
SETBACK	DISTANCE (FT.)	
FRONT YARD (MIN./MAX.)	MIN. 5', MAX. 20' FROM ROW	
MAX. FRONT SETBACK WHEN SUBJECT TO MUNICIPAL LANDSCAPE EASEMENT	MAX. 45' FROM ROW	
SIDE YARD	10' FROM LOT	
REAR YARD	10' FROM LOT	
PARKING SUMMARY		
REDUCED PARKING REQUIREMENT TOTAL: (5.4 + 45 STALLS = 50.4)		51 STALLS
PROPOSED SHARED PARKING TOTAL: (14 + 45 STALLS)		59 STALLS

PARCEL A SITE ANALYSIS TABLE		
SITE INFORMATION		
PARCEL A AREA	33,736 SF = 0.77 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	FOOD SERVICE - QUICK SERVE/FAST FOOD WITH DRIVE THRU	
BUILDING HEIGHT	MIN. 22'/MAX. 25'-1.5"	
PARKING SUMMARY		
	CODE REQUIREMENT	PROPOSED
FOOD SERVICE W/DRIVE THRU	1 STALL FOR EACH 200 S.F. FLOOR AREA 1025 S.F./200 = 6 STALLS	14 STALLS
ACCESSIBLE PARKING	N/A	1 STALLS
REDUCED PARKING REQUIREMENT	6 STALLS - 10% = 5.4 STALLS	6 STALLS
PARCEL A PROVIDED PARKING		14 STALLS
QUEUE / STACKING	N/A	19 VEHICLES
IMPERVIOUS AREA		23,914 SF = 0.55 ACRES
PERVIOUS AREA		9,822 SF = 0.22 ACRES
OPEN SPACE (20% MIN./30% MAX.)		9,822 SF/33,736 SF = 29%
PARCEL B SITE ANALYSIS TABLE		
SITE INFORMATION		
PARCEL B AREA	52,611 SF = 1.21 ACRES	
EXISTING ZONING	BRICE & MAIN DISTRICT	
PROPOSED USE	MEDICAL - CLINIC	
BUILDING HEIGHT	MIN. 25'-5"/MAX. 30'-5"	
PARKING SUMMARY		
	CODE REQUIREMENT	PROPOSED
MEDICAL CLINIC	1 STALL FOR EACH 200 S.F. FLOOR AREA 10,000 S.F./200 = 50 STALLS	45 STALLS
ACCESSIBLE PARKING	N/A	2 STALLS
EV PARKING	1 EV SUPPLY SYSTEM EQUIPMENT (EVSE) INSTALLED FOR 20 OR MORE PARKING SPACES	1 STALLS
REDUCED PARKING REQUIREMENT	50 STALLS - 5 (10% PUBLIC TRANSIT REDUCTION) = 45 STALLS	45 STALLS
PARCEL B PROVIDED PARKING		45 STALLS
IMPERVIOUS AREA		39,437 SF = 0.91 ACRES
PERVIOUS AREA		13,174 SF = 0.30 ACRES
OPEN SPACE (20% MIN./30% MAX.)		13,174 SF/52,611 SF = 25%



WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT OHIO UTILITIES PROTECTION SERVICE (OUPS) BEFORE YOU DIG AT 811 OR 1-800-362-2764 AT LEAST 2 BUSINESS DAYS IN ADVANCE (EXCLUDING THE DAY OF THE REQUEST, HOLIDAYS AND WEEKENDS) FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

OHIO811 BEFORE YOU DIG

DIAL 811
TOLL FREE: 800-362-2764



The Stantec logo, consisting of a stylized 'S' inside a circle followed by the word "Stantec".

1500 LAKE SHORE DRIVE
SUITE 100
COLUMBUS, OH 43204
WWW.STANTEC.COM

CLIENT:

RIDGECREST REYNOLDSBURG I LLC
3700 74TH STREET
BROOKLYN PARK, MN 55443

6320 E MAIN ST
REDEVELOPMENT
REYNOLDSBURG, OHIO

PROJECT TITLE

ISSUE NO.:	1								
DESCRIPTION:	SITE PLAN - CLIENT REVIEW								
DATE:	01/28/2026								

CERTIFICATION:
A circular professional engineer seal for Jessica J. McClory, State of Ohio, License No. 86136. The seal includes the text "REGISTERED PROFESSIONAL ENGINEER" and a signature.

PROJECT NO.:	190300623				
DWN BY:	MED	CHK'D BY:	LDC	APP'D BY:	JJM
ISSUE DATE:	02/26/2026				
ISSUE NO.:	#1				
SHEET TITLE:	OVERALL SITE PLAN				
SHEET NO.:	C-100				

From: [Chief Bryan](#)
To: [Emma Cepek](#)
Subject: Re: 6320 E. Main Street Conditional Use Application
Date: Monday, May 11, 2026 11:16:22 AM

[NOTICE: This email originated outside of the City of Reynoldsburg.]

TRURO TOWNSHIP INTERNAL EMAIL

This message originated from within Truro Township Fire Department.

Good morning, Emma,

Thank you for the introduction. It's nice to meet you, and I look forward to working with you during the transition phase for the Fire Marshal position.

I have reviewed the plans for the property located at 6320 E. Main Street. I would echo EMH&T's concerns regarding the traffic queue and the potential to limit access from Main Street into the site. I have no additional questions or concerns at this time.

Thank you,

Chase Bryan, OFE, OFC

Fire Chief
Truro Township Fire Department
6900 E. Main St.
Reynoldsburg, Ohio 43068
614-729-1901

From: Emma Cepek <ecepek@reynoldsburg.gov>
Sent: Wednesday, May 6, 2026 2:54 PM
To: Chief Bryan <ChiefBryan@trurotp.org>
Subject: 6320 E. Main Street Conditional Use Application

You don't often get email from ecepek@reynoldsburg.gov. [Learn why this is important](#)

EXTERNAL EMAIL

This email originated outside Truro Township Fire Department. Do not click links, open attachments, or respond with sensitive information unless you recognize the sender and were expecting the message.

Chief Bryan,

I wanted to reach out and introduce myself. My name is Emma and I work in the Development Department for Eric Meyer. I am a Planner, and do commercial plan review.

As Eric mentioned, when projects come in, we send them to the fire department to get feedback on the projects to provide to the applicants, so they can have the input early in the process. For variances, conditional uses, and major site plans in Truro Township, I have been emailing Lt. Schmidt for his feedback on projects.

The project I am sending you today is for 6320 E. Main Street, which I think Eric spoke to you about today. It is on the corner of Brice and Main, and is proposed to be a Dutch Bros and a dentist office. Currently, there is an abandoned Walgreens on the site. The developers intend to repurpose some of the existing building for the dentist office, and tear down the rest of it, to make room to build the Dutch Bros. Drive thrus are a Conditional Use in our zoning code, which is proposed with the Dutch Bros, so that is why you are seeing this application.

I wanted to draw your attention to and get your opinion on their proposed stacking. Specifically, pages 22 and 23 of the Traffic Memo, which I have attached. They are proposing stacking in the drive aisle between the proposed Dutch Bros and the dentist building. We have had our engineering firm, EMH&T, review this as well, but it is always helpful to hear the fire department's thoughts. EMH&T has specifically asked for how many cars they expect to have in queue at one time, though they have not provided that number yet.

To be clear, this application or design has not been approved yet, staff and engineering are still reviewing it, and the case will go before our Planning and Zoning Board at the 5/21 meeting. We always send the board packet and agenda out a week in advance, so I ask that if you have any comments, we get those before 5/14 to ensure your feedback goes in the packet. I know you are busy, so if you can't get feedback to us by then, that is fine, we would just appreciate it whenever you can. You will also shortly be receiving their other application for a variance from me, but wanted to start with this one because it has to do with access and circulation.

Mainly, we are looking for any major red flags. Comments we typically get from the FD are about access, drive aisles, safety and circulation. Things like hydrant placement come about later in the process. Usually, a sentence or two, or bullet points, are fantastic. There is no need for a crazy in-depth mark up, unless that's something you want to do!

Again, we really appreciate your help and input on these projects. This specific project has already been sent to Lt. Schmidt yesterday, but Eric advised that I send to you as well. Please let me know if you have any questions, I'd be happy to call, email or chat in person!

Sincerely,

Emma Cepek, MPA

PLANNER I

—

City of Reynoldsburg

7232 East Main Street | Reynoldsburg, OH 43068

Direct 614-322-6800. ext. 6720 **Zoning Line** 614-322-6850

E ecepek@reynoldsburg.gov

www.reynoldsburg.gov

From: [William Dorman](#)
To: [Emma Cepek](#)
Cc: [Phoenix Buathier](#)
Subject: RE: 6320 E. Main Street Conditional Use - Resubmittal
Date: Tuesday, May 5, 2026 2:12:40 PM

Emma,

My only comments would be as noted below, other than what Mitchell has already noted prior.

- All sidewalk and pavement (roadway) areas within the City's Public R/W which will either be removed, open cut, or potholed, must be repaired to like, or better condition including:
 - No one is permitted to cut, or remove a portion of a sidewalk panel. In the event the sidewalk will be impacted, the entire panel must be removed, replaced and inspected by the City.
 - All joints crack sealed
 - Entire area heat welded
 - A Maintenance of Traffic (MOT) plan shall be provided if proposed work will directly affect either vehicular or pedestrian traffic. Said plan shall include advance warning/notice and prescribed detour route.
- Any disturbance to the City's streetscaping (hardscape/softscape), or irrigation system, must be restored to like or better condition upon completion. **CONTRACTOR IS REQUIRED TO CONTACT THE CITY'S PARKS AND RECREATION DEPARTMENT (614.322.6806) FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY WORK TO ENSURE THE CITY'S IRRIGATION SYSTEM HAS BEEN PROPERLY MARKED/IDENTIFIED IN THE FIELD.**

Thank you,

William Dorman
Public Service/Building Director

City of Reynoldsburg
7232 East Main Street | Reynoldsburg, OH 43068
T 614-322-6800
www.reynoldsburg.gov

From: Emma Cepek <ecepek@reynoldsburg.gov>
Sent: Tuesday, May 5, 2026 12:24 PM
To: William Dorman <wdorman@reynoldsburg.gov>
Cc: Phoenix Buathier <pbuathier@reynoldsburg.gov>
Subject: RE: 6320 E. Main Street Conditional Use - Resubmittal

William,

I am sending you the resubmittal of 6320 E. Main Street Conditional Use Application and supporting items that are scheduled for the May 21st Planning and Zoning Board

meeting. Our code requires us to send out a staff report at least a week in advance of the meeting. Therefore, I am asking for any comments Public Service may have by Tuesday May 12th so that we can incorporate them in the staff report that goes out first thing on May 14th.

If you have any questions, please feel free to call or email. Thank you for your help.

Sincerely,

Emma Cepek, MPA

PLANNER I

—

City of Reynoldsburg

7232 East Main Street | Reynoldsburg, OH 43068

Direct 614-322-6800. ext. 6720 **Zoning Line** 614-322-6850

E ecepek@reynoldsburg.gov

www.reynoldsburg.gov

From: Emma Cepek

Sent: Friday, March 13, 2026 12:41 PM

To: William Dorman <wdorman@reynoldsburg.gov>

Cc: Phoenix Buathier <pbuathier@reynoldsburg.gov>

Subject: 6320 E. Main Street Conditional Use

William,

I am sending you 6320 E. Main Street Conditional Use Application and supporting items that are scheduled for the April 2nd Planning and Zoning Board meeting. Our code requires us to send out a staff report at least a week in advance of the meeting.

Therefore, I am asking for any comments Public Service may have by Tuesday March 24th so that we can incorporate them in the staff report that goes out first thing on March 26th.

If you have any questions, please feel free to call or email. Thank you for your help.

Sincerely,

Emma Cepek, MPA

PLANNER I

—

City of Reynoldsburg

7232 East Main Street | Reynoldsburg, OH 43068

Direct 614-322-6800. ext. 6720 **Zoning Line** 614-322-6850

Eecepek@reynoldsburg.gov

www.reynoldsburg.gov