

CITY OF GREEN  
**Planning Department Review**  
PLANNING & ZONING COMMISSION  
*June 21, 2017*

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**Item 17-26**      **TWL Development**  
(S. Wallenhorst, GPD Group)  
Location: Southwest corner of Massillon/  
Graybill Roads  
Site Plan Review  
Zoning: B-2

**PLANNING DEPARTMENT**

Applicant is proposing a retail/restaurant development on a 7.84 acre site located at the southwest corner of Massillon and Graybill Roads. The proposed land use is conditionally permitted in the B-2 District and a public hearing and issuance of a Conditional Use Certificate will be required by the PZC.

The site consists of a 7 acre tract and two smaller parcels that are currently owned by Summa Health System and are under option by the developer. A lot consolidation will be required. The property abuts the Summa property to the north and Stonebridge Apartment complex to the south. To the west lies the single-family residences along April Drive in the Green Highlands Allotment. It has frontage on the west end of the Graybill Road cul-de-sac and along Massillon Road, south of the facility that houses Ritzman Pharmacy. A Subsurface Investigation has been completed by Timmerman Geotechnical Group and has been submitted for review. Generally speaking, the report indicated that the site is suitable to support pavement and the buildings associated with the proposed development. It also reported that there would likely be isolated areas with unsuitable soils due to old basements, foundations, and abandoned septic systems from the previous residential uses in this area.

The project consists of a 24,480 SF main anchor building (likely a specialty grocer) with an attached 8,400 SF multi-tenant building in the southwestern portion of the site. In the front (eastern) portion of the site, a 2,100 SF fast-food restaurant with drive-thru along with a separate building containing a 4,040 SF quick-serve restaurant (QSR) and 4,080 SF retail space with drive-thru are proposed. This would total 36,960 SF of retail space and 6,140 SF of restaurant use. These numbers could change if a restaurant occupies part of the multi-tenant space (i.e. a restaurant with outdoor patio is possible here). The drive-thru facilities are also conditionally permitted in the B-2 District.

The anchor building would be set back 100' from the rear (west) property line, which abuts the residential allotment, and 66' from the south property line, abutting the apartments. The fast-food restaurant would have 89' front yard and 76' side yard setbacks and the QSR/retail building would be set back 99' in front and 50' from the side (north) property line (Ritzman site). All setbacks would comply as presented (minimum 50' front yard and 25' or height of the building for side/rear yards). The consolidated lot would meet requirements for lot area, width, and frontage. Building coverage at 13% and impervious surface ratio of 61% would also comply (33%/75% maximums).

Building elevations and color renderings are provided. The main anchor/multi-tenant building would have a total height of 35' to the top of the roof structure above the main entry and the balance of the building would have a height of 28'. The QSR/retail building would have a 30' height to a similar roof structure and overall building height of 22'. Building heights would comply (60' maximum). Elevations for the fast-food restaurant are not provided, as the final design will be determined by the tenant. The building materials and colors will complement those utilized within the development. Per the elevations for the two buildings, a mix of brick and stone veneer would be the primary materials used. These would be accented by cast stone wall bases, water tables, and accent band at the top. Brown wood slat rainscreens would be used as window treatments and in other locations as additional accents. The referenced roof structures, which would be part of

glass/stone tower features similar to the Heritage Crossings development, would be gabled standing seam metal variety with a weathered copper finish. One such tower feature would appear on each of the buildings. The south and west elevations of the main anchor building and west elevation of the QSR building would feature recessed sections of brick to break up these longer expanses. Per the drawings, each façade would contain 100% primary materials, exclusive of glass.

The locations of HVAC equipment have not been finalized but will likely be roof-mounted and screened via the parapet and/or tower features. Per applicant, utility meters for all tenants within each building will be grouped together in one area. Final locations of HVAC equipment and meters will need to be submitted for review and determination of the need for screening. A loading area at the rear of the main anchor/multi-tenant building would be screened by an 8' high masonry wall to match the building.

A total of four dumpsters with enclosures are proposed to serve the site. This includes two on the west side of the main anchor/multi-tenant building and one each to serve the buildings up front. All locations appear to be accessible by trash haulers. Enclosures would consist of 6'-8" masonry walls of matching brick, cast stone water table, and cast stone wall base to match the buildings. Two sets of metal fixed-louver gates would be provided on each enclosure. Color would be a clear aluminum color or bronze to match the building colors.

Parking provided on site would total 252, 10' x 20' spaces, per code. This includes a total of eight (8) handicap spaces. Proper handicap signage is shown. Required parking for the site, as calculated for the projected mix of retail and restaurant uses, is 240 spaces ( $36,960 \text{ SF} / 250 = 148$  for retail and  $6,140 \text{ SF} / 67 = 92$  for restaurant). Parking would be sufficient as presented (note that a maximum of 20% of the given floor areas can be factored out of the calculation for areas used for packaging and storage). It is also anticipated that the proposed uses would have varying peak hours. Parking setbacks and aisle widths would comply. Pavement would be asphalt with concrete curbing. Landscape islands would be provided per code. The proposed fast-food restaurant would have sufficient stacking spaces for customers (minimum of eight). The stacking area at the QSR/retail building provides four stacking spaces without impacting traffic circulation in this area. It is understood that this drive-thru could serve a coffee shop, which typically has high demand during the peak morning hours. Applicant should consider relocating the coffee shop/drive thru to the south end of the building to allow a greater stacking area. (Note: applicant has addressed this, which now provides a sufficient stacking area.)

Access to the site would be provided in three locations. This includes a full two-way drive at the Graybill Road cul-de-sac, use of the existing full two-way drive from Massillon Road that currently serves the Ritzman site, and a right-in/right-out only drive at the southern edge of the site. This driveway configuration was reviewed and recommended by a Traffic Impact Study that was conducted for the project. The Graybill Road drive would allow motorists the use of the signalized intersection at Massillon Road for left-turn movements when leaving the site. An access easement is currently in place at the existing drive and this would be a shared facility with the Ritzman site. The restricted drive to the south would facilitate delivery truck access to the site. The restrictor island would be curbed to form a physical barrier. Per the traffic study, it was concluded that no additional signalization was warranted along Massillon Road to handle the projected traffic volumes. It also stated that a southbound right-turn lane should be constructed within Massillon Road at the shared driveway (this is shown on the plans) and acknowledged the existing northbound left-turn lane within Massillon Road, which is sufficient. No restrictions were warranted at the shared drive for site egress purposes and suggested that customers will find the least path of resistance when exiting the site this (i.e. via alternative means). Staff feels this drive should be restricted to right-turn only egress. The study has been reviewed by the City's Review Engineer and comments have been returned to applicant. A sidewalk has been added to the plans that would extend along the south property line to provide pedestrian access to the site.

No signage is proposed at this time. Applicant will need to return at a later date for review.

A site landscape plan is provided. It includes a mix of shrubs and trees along the Massillon Road frontage of the site and within landscape islands internal to the site. Additional buffering is proposed around dumpster enclosures (arborvitae) and a proposed patio area on the north side of the multi-tenant building (the patio would also be enclosed by a 3' decorative fence with masonry columns). Screening between the site and the R-1 District to the west is proposed per requirements (Type A screen). This includes a 3'-5' high earthen mound along the west property line and installation of an 8' high vinyl fence on top. Evergreen trees and arborvitae would be planted along the mound on both sides of the fence, per code. Additional buffering along the south property line is proposed via the continuation of the vinyl fence and a dense row of evergreen trees and arborvitae. The adjacent property is zoned B-2 but has a multi-family residential use.

An exterior site lighting plan is provided. It includes poles with modern, full cut-off LED fixtures (20' overall height, per code) within the main parking areas, LED wall sconces, and decorative gooseneck wall fixtures to enhance the front facades of the proposed buildings. A photometric plan has been provided and indicates minimal light migration onto adjacent properties and the rights-of-way.

A site utility plan is provided and indicates the locations of sanitary sewer, water, and storm sewer facilities. Connections to existing sanitary sewer and water services within Massillon Road are shown. Sanitary sewer lies on the east side of the roadway and a notation is provided that it will be bored. A right-of-way permit is required for all work to be performed within the public right-of-way (including drive aprons). Gas and electric connections are not indicated and should also be provided. Electric service will need to be underground.

Stormwater run-off would be routed via the storm sewer system to three separate underground detention/water quality basins. A bioretention basin is also proposed for additional water quality. EPA approval of the proposed underground water quality is required. A bypass storm sewer would pick up drainage along the west side of the buffer mound that would route run-off to the storm sewer within Graybill Road. Preliminary drainage calculations have been submitted for Engineering review. A Stormwater Management Maintenance Agreement is required for the site to assure long-term maintenance of stormwater facilities.

Site grading plan is provided. The low spot is in the area of the proposed QSR building and slopes up in each direction for there. The fast-food restaurant would sit approximately 4' above that area and the anchor/multi-tenant building approximately 5'-6' higher. The site SWPPP has not been completed and will be provided along with final design plans. The SWPPP will need to be submitted to the Summit Soil & Water Conservation District for review and approval. A Land Disturbance permit is required prior to commencement of earthmoving activities on site. Improvement plans have been reviewed by the City's Review Engineer and comments returned to the applicant.

An existing playground directly west of the Graybill Road cul-de-sac would remain undisturbed on site (see attached aerial). This would be in a lawn area north of the proposed parking lot. The playground has been in this location for a number of years and is utilized by the adjacent Green YMCA. Applicant has indicated that existing trees would be preserved in this area to provide shade.

## **DESIGN REVIEW BOARD**

Made the following recommendations to the PZC:

1. Consider a right-turn only egress at the shared drive with the Ritzman Pharmacy site. Coordinate use of this drive with the property owner of that site. **The owners are in the process of consideration.**
2. Relocate the drive-through facility to the west side of the QSR/Retail building to allow additional vehicle stacking, per code. **This has been addressed.**
3. Show the location of the 8' vinyl screening fence on all plans. Show evergreen trees along 50% of the outside of the fence, per code, and provide fence details. Increase the buffering around the outdoor patio, especially along the west side. **This has been addressed.**
4. Provide the color of the dumpster gates. **Will be either a clear aluminum or bronze to match the building.**
5. Add sidewalk connections to the existing public sidewalks and improve pedestrian mobility within the site. **A sidewalk with curb ramps has been added along the south property line.**
6. Provide final locations of HVAC equipment/utility meters and required screening as necessary for review prior to final approval. **Applicant has agreed to this.**
7. Provide building elevations of the fast food restaurant for review prior to approval. It is understood this building will utilize like materials within the development but also include branding elements of the specific operator. **Applicant has agreed to this.**
8. Add shade trees in the area adjacent to the playground that will remain. **Existing trees adjacent to the playground will be preserved.**
9. Address all Fire Dept. comments/concerns. **Applicant will address any issues.**

10. Consider “green” or alternative BMP’s for stormwater management (i.e. pervious pavement, rain gardens/bioswales, etc.). **This comment will be taken into consideration in the finalization of the stormwater management design.**

**ENGINEERING**

Comments on traffic study, improvement plans, and stormwater report have been returned to project engineer for revision.

**FIRE**

Currently working with applicant to finalize FDC and hydrant locations.

**ZONING**

No comments received.

**STAFF RECOMMENDATION**

*Staff recommends conditional approval of the proposal and issuance of a Conditional Use Certificate contingent upon the following:*

1. *Final Engineering approval of the site improvement plans/stormwater calculations.*
2. *Consolidation of the three existing properties into a single parcel.*
3. *Restrict the shared drive to allow right-turn egress only (and full access ingress).*
4. *Show gas and electric service to the buildings. Electric must be underground.*
5. *Provide final HVAC equipment and utility meter locations and screening, as necessary.*
6. *Provide building elevations of the fast food restaurant for review prior to final approval.*
7. *Provide additional trees near the playground as needed for shade.*
8. *Provide bronze dumpster gates to match the building colors.*

*Comments/concerns of contiguous property owners or others should also be taken into consideration.*