CITY OF GREEN
Planning Department Review
PLANNING & ZONING COMMISSION
January 20, 2016

Item 16-01 Spoonhower Orthodontics

(J. Warmus, Green Pointe Development, Inc.)
Location: 1404 Boettler Road
Final Site Plan Review
Zoning: PD

PLANNING DEPARTMENT

Applicant is presenting a final site plan for the proposed Spoonhower Orthodontics facility within the Green Pointe Planned Development District. The project (and District) is located on the south side of Boettler Road, across from the FedEx facility.

The general development plan of the Green Pointe District, which totals 11.56 acres of land, was initially reviewed and approved by the Planning & Zoning Commission/City Council in 2012. The applicant subsequently returned to the PZC at the September 16, 2015 meeting for review of an amended general development plan to add the office building now being considered. The plan amendment was then approved by City Council per code. The current plan is consistent with the amended general plan.

The proposed 4,000 SF building would be situated on an existing 1 acre parcel of land. The parcel, which is currently vacant, previously contained a single-family residence. It is located directly east of the existing site/building now being utilized by Hattie Larlham (which is also owned by the applicant). Spoonhower Orthodontics is currently a tenant in the applicant's facility at 4030 Massillon Rd. and is seeking to relocate to the proposed building due to the need for increased floor space. It is understood that ownership of the property will eventually transfer to Spoonhower. All building setbacks would comply. The proposed use is permitted in the PD District.

Building elevations and a color rendering are provided. Overall height of 15'-8" would comply. The building would feature alternating sections of tan color standard brick and dark blue architectural vertical metal panels. The brick sections would also include a reveal course. The overall distribution would be 60% brick and 40% metal panels, not including glass/window areas. Brick wainscot was added to the design per Design Review Board recommendation. Aluminum trim would accent the wainscot sections. The front façade would have large aluminum storefront windows and the southwest elevation would feature a curved wall with a continuous row of windows. Window trim is shown as a light green on the rendering. Single windows with brick soldier course accents would be found on the side and rear elevations.

The building would feature roof-top air handling units, which are shown on the elevation drawings. Per architect, the units would be centered on the roof. An illustration was presented to the Design Review Board showing minimal visibility of the units and it was found to be acceptable.

A dumpster with enclosure would be situated at the rear of the parking lot. The enclosure would consist of 5'-4" tall brick pillars (12" x 12") with sections of metal panels between. Both materials would match the building. Gates would also be matching metal. The pillars would have sloping aluminum coping to shed water.

A total of 26, 10' x 20' parking spaces (including two handicapped) would be provided on asphalt pavement. A 14-vehicle parking area for customers would be situated in front of the building and additional parking, primarily for employees, would be located along the east side of the building. Required parking for the proposed use would be a minimum of 20 spaces (5 spaces per 1,000 SF of floor area). Parking aisle widths and setbacks would comply. A 35' wide buffer area would be provided at the rear of the site, which abuts a residential area to the south.

Access to the facility would be via a single, two-way drive at the eastern edge of the property. The drive alignment was revised per Design Review Board recommendation to straighten the ingress lane. Drive width would comply at 24' (40' maximum). Future drive extensions into the adjacent properties are shown, which would provide opportunities for cross access, elimination of additional curb cuts, and access to the Hattie Larlham drive that aligns with Tabs Drive. Public sidewalk currently exists across the frontage of the site.

No freestanding identification signage is proposed at this time (location only is shown). Applicant will need to return at a later date for review. All wall signage will require review by the Zoning Division prior to permitting.

A site landscape plan is provided that indicates landscape beds around the building with a variety of trees, shrubs, and perennials/grasses. The rear of the site would feature larger deciduous trees and a sculptural garden. A row of junipers would provide screening of a proposed transformer near the dumpster enclosure.

Site lighting would consist of a total of four 20' tall poles arranged around the perimeter of the parking area, each with cut-off style light fixtures. Overall height would comply for cut-off lights (20' maximum). A site photometric plan indicates minimal light migration onto adjacent properties. Cut sheets are provided for reference (fixtures are proposed as metal halide – LED fixtures are an alternate).

The site would be served by central sanitary sewer and water services which are available. A right-of-way permit is required for all work to be performed within the public right-of-way.

Stormwater run-off from the site will be routed to a stormwater detention basin in the area south and west of the building. Basin design and calculations have been submitted for Engineering review.

The site would contain 0.1362 acres of open space area at the rear of the facility and along a portion of the west property line, per the amended general plan. This open space area would combine with additional acreage to be provided on the adjacent parcel to the west, which is also part of the Planned Development District, to form a single 0.4478 acre open space area. This area, along with additional area to be provided in conjunction with the future development of the two adjacent parcel to the east, would meet the open space requirements within the District. An open space or conservation easement will need to be provided for this area for it to count toward the open space requirement due to its location within private yards (per code Sect. 1228.03(B)(1)).

The site is relatively flat and overall grading would be minimal, except for construction of the stormwater basin. A site SWPPP has been provided for review. The area of disturbance would be less than one acre and review by the Summit Soil & Water Conservation District is not required. A Land Disturbance permit is required prior to commencement of earthmoving activities. A Stormwater Management Maintenance Agreement is required for this site to assure the long-term maintenance of the stormwater facilities.

DESIGN REVIEW BOARD

Made the following recommendations to the Planning & Zoning Commission:

1. Provide a revised building elevation to indicate a matching brick wainscot on the front elevation to replace the architectural metal panels. Revise the building material composition summary to verify masonry portion is at least 60% of the entire façade area.
2. Smooth out the radius of the curve at the main entry drive (near the identification sign) to provide a more straight-in drive path into the site.
3. Remove the "dead-end" parking space at the south end of the employee parking area to allow adequate space for backing movements.
   (Note: these items have been addressed.))

ENGINEERING

Comments have been returned to the applicant for revision.

FIRE

Acceptable.

ZONING

No comments received. Right-of-way, sewer, zoning, and building permits are required. A Certificate of Use and Compliance is required prior to operation of the facility.

STAFF RECOMMENDATION

Staff recommends conditional approval of the proposed facility contingent upon the following:

1. *Final Engineering approval of the site improvement plans/stormwater calculations.*
2. *Submission of an open space or conservation easement for the open space shown on the plans (i.e. a total of 0.4478 acres). This is required per code when open space is contained within a private yard. Show the potential for connection of this open space area to future open space in the eastern portion of the District.*