

CITY OF GREEN
Planning Department Review
PLANNING & ZONING COMMISSION
October 16, 2019

Item 19-55

TWL Green Development

(J. Lyons, GPD Group)

Location: Massillon Road at Graybill Road

Final Site Plan Review

Zoning: PD

PLANNING DEPARTMENT

Applicant is presenting a final site plan for the TWL Green Development, which is a proposed mixed-use development at the southwest corner of Massillon/Graybill Roads. The conceptual site plan for this 8.6 acre Planned Development was reviewed/approved by the Planning & Zoning Commission at the August 15, 2018 meeting and subsequently approved by City Council. The applicant is now returning for consideration of the final site plan per the Planned Development review process.

The approved concept plan consisted of a “fast-food” restaurant and a “food/retail” facility along the Massillon Road frontage of the site with a senior living complex (Echelon Green) in the western half of the site, abutting the Green Highlands allotment to the west. The final site plan now moving forward for review involves the development of the retail portion of the project (i.e. Phase I). While the applicant has reversed the placement of the two facilities along the frontage, the current plan would meet the original intent of the concept plan.

The plan shows the proposed retail plaza at the south end and a future fast food restaurant directly north. The developer plans to rough grade the future site at this time until plans are finalized for that project, which will require review through the formal review process. The plan also shows the outline of the Echelon facility in the western portion of the site, which is based on the approved concept plan (Phase II). Changes to that portion of the project will need to return for an amended concept plan review.

The site is currently part of an existing 8.64 acre consolidated tract of land, which is currently vacant. The developer wishes to split off separate parcels of land for the two development projects fronting on Massillon Road., as shown. The proposed lot for the current project would contain 1.47 acres and the future fast-food lot would be 1.37 acres, which would comply. Building setbacks would also comply. Minor subdivision documents are forthcoming.

Building elevations and color renderings are provided for the overall 80’ x 123.4’ (9,876 SF) retail plaza, which would be designed to accommodate six (6) tenant spaces of approximately 1,646 SF each. Maximum building height shown would be 20’-4”, which complies. The building would feature a mix of brick and stone Nichiha panels with chiseled sill and sandstone accent bands. Each front façade would feature varying height parapet walls to improve the aesthetics of the project. Other accents would include Nichiha Vintagewood, metal canopies, decorative wall sconces, and large aluminum-framed storefront windows. Material colors would range from crimson to beiges (specs are provided for review). All facades would exceed the 70% primary material average on the principal façade and 60% average on non-principal facades. All building setbacks would comply and the rear of the building would exceed the 390’ minimum distance from the west property line of the District (and east allotment line of Green Highlands), as stipulated in City Council’s approval of this PD District (429’ shown). There are no outdoor patios/dining areas associated with this project. It was also stipulated that no bar or tavern shall be located on the property.

The locations of two dumpster enclosures on site are shown at the rear of the facility. Enclosures would consist of 6’-8” high walls of matching brick, metal coping, and metal fixed-louver gates.

HVAC equipment would be roof-mounted and screened behind parapet walls, as illustrated on the elevation drawings. Screening will be required if needed. Utility metering for all tenants of the building would be grouped together on the rear wall and out of view.

Parking required for the new plaza would be 40 spaces (if all retail use). The required parking would increase if any restaurants are present. A maximum of 20% of the total floor area that is used for storage, mechanicals, etc. can also be factored out of the required parking calculation, which should offset any such increase. Per the plan, a total of 57, 10' x 20' spaces are proposed (including 3 handicap spaces). The plan also indicates eight (8) landbanked spaces on the north side of the facility that can be used in the future, if needed (concrete wheel stops would be needed here to protect the side wall of the building). There will also likely be a shared parking arrangement with the site to the north (easement required). Parking aisle widths and setbacks would comply. The parking field in the front yard of the project would comply with PD regulations (minimum of one bay of parking). A single 12' x 40' loading space is indicated at the rear of the building.

Access to the site would be provided in two locations. The first would be a right-in only ingress driveway from Massillon Road at the south end of the site. A deceleration lane would be installed at this drive (within existing right-of-way) per the recommendations of a recent traffic study. A short section of the existing sidewalk would also shift outside the right-of-way to accommodate the new lane (the walk would be placed within an easement). This drive would also feature a full-restrictor island for right-turn egress only. The second access drive would extend south from the Graybill Road cul-de-sac to two access points into the site. This drive would also eventually serve the future restaurant project and allows egress to the signalized intersection at Graybill/Massillon Roads for northbound Massillon Road movements. The existing office building directly north of the future restaurant has an easement driveway in place, which is meant to be shared with the development of this PD District. This drive will not be used to access the current project, however. A connection point shown at the west end of the future restaurant site is not recommended, as it will allow traffic to bypass the new Graybill Road driveway and cut through the office site. This will be revisited at the time of final site plan review for that site. A proposed cross-access easement is shown on the plan. A concrete sidewalk/painted walkway would be provided for pedestrian access to the facility.

A drive-thru lane on the south side of the proposed plaza is also shown and could be utilized, depending on the tenant. The lane is designed to accommodate eight (8) stacking spaces, which would provide flexibility for a variety of uses, and is located separate from driving lanes on site. Adequate directional signage would be needed to guide motorists traveling from either site access point (signage package is forthcoming). A stop bar and stop sign would be installed at the east end of the lane to minimize conflicts from on-coming traffic. The drive-thru is a permitted use in the PD District and was indicated on the concept plan.

A minimum of 18% of the gross acreage of this PD District must be reserved as permanent open space, which amounts to a minimum of 1.56 acres. Of this total, 25% must be developed as recreational open space. Per the current plan submitted, the open space area that was present on the concept plan has been removed from this part of the site. The wooded area within the western portion of the site would serve as open space until such time it would be developed. This means that the full 1.56 acres must be accounted for when developing plans for that portion of the District and will likely impact the design of that facility, if it proceeds. This open space area will need to be available and accessible for use by the entire District, which would necessitate an open space easement for legal use by all parties of the District.

A site landscape plan is provided. It indicates headlight buffers of evergreen shrubs along the front edge of the parking area along Massillon Road and the back edge of the parking area facing the Residential area to the west. An evergreen tree buffer would also be provided along the south property line and adjacent to the Stonebridge Apartments as well as enhancements within landscape island areas and arborvitae around each of the dumpster enclosures. The landbanked parking area would be lawn. A relatively short retaining wall (4' maximum height) would extend approximately 380' along the east edge of the Graybill Road access drive (the drive would be higher than the sites to the east). A buffer of arborvitae would be added along the extent of the wall.

Exterior site lighting would consist of pole lights at the front edge of the parking lot, along the drive-thru lane/Graybill Road access drive, and within rear landscape islands. Care will need to be given when planting trees within these islands so they do not interfere. Fixtures would be cut-off style LED with an overall height of 20', including pole base, which complies (20' maximum). Other lighting would include decorative wall-mount fixtures and LED security wall sconces

at rear doorways. Light fixture details are provided. A site photometric plan indicates minimal light migration to adjacent properties and the right-of-way.

A freestanding identification sign is also proposed. The 8' x 5' (40 SF) double-sided sign would provide six (6) tenant panels with dark copy on a white background. The heavy gauge aluminum sign cabinet would sit atop a 1'-6" high base and framed by two masonry pillars. Both the base and pillars would be Nichiha products to match the building. It would have a clear polycarbonate plastic header that would contain the site address number. The top of the header would be mono-slope aluminum in dark brown. Total overall height would be approximately 9'. Proposed sign face area and height would comply (40 SF/16' maximums). The sign cabinet would have internal white LED lighting and the header panel would feature up-lighting from internal LED modules. It would be situated in the center of the site and set back 10' from the right-of-way, per code. The signage package, to include wall and directional signs, will also need to be reviewed/approved by the Zoning office prior to permitting.

The site would be served by central sewer and water services, which are available along Massillon Road. The plan also indicates the locations of two fire hydrants to the west of the Graybill Road access drive and one at the rear of the building. Electric and gas connections are also shown. Electric service would be underground, per code. A right-of-way permit is required for all work to be performed within the public right-of-way- (i.e. utility connections, decel lane/drive aprons).

The existing site generally slopes down from south to north and the proposed retail plaza would sit about 4' higher than the future restaurant. The site contains two small delineated wetland areas (preliminary JD on file). The southernmost wetland area would require disturbance by the project and the applicant is currently awaiting the proper permits through the Army Corps. A site SWPPP is provided and a copy will need to be submitted to the Summit SWCD for review/approval prior to issuance of a Land Disturbance permit and commencement of earthmoving activities on site. To date, a partial Land Disturbance permit has been issued for tree clearing only. The western portion of the site has not been cleared and will remain as such until development occurs.

Stormwater run-off from the project would be routed via piping to an underground detention/water quality basin, which would be situated in the rear portion of the future restaurant site. This system would be designed to handle both sites (stormwater management/drainage easement required). Improvement plans and drainage calculations have been submitted for Engineering review. A Stormwater Management Maintenance Agreement is required to ensure the long-term maintenance of the system.

DESIGN REVIEW BOARD

Made the following recommendation to the Planning & Zoning Commission:

1. Provide a continuous curb from east to west along the future fast food site to the north to prohibit access to that site prior to being developed. **This has been addressed.**
2. Assure that modular size brick/stone be used within the Nichiha system. **A detail sheet is provided.**
3. Amend the freestanding sign plans to reflect the design of the east elevation of the building to include the use of pillars and a mono-slope on top of the sign. Note that support structure materials will match the building. **This has been addressed.**
4. Applicant should agree to maintain the exterior appearance of the building in good condition. **Applicant acknowledges this.**

ENGINEERING

Comments have been returned to design engineer for revision.

FIRE

Reviewed the plans with no comments.

ZONING

Right-of-way, sewer, zoning, and building permits are required. A Certificate of Use & Compliance is required prior to operation of the facility (i.e. one per tenant space). Zoning permits are required for all signage.

STAFF RECOMMENDATION

Staff would recommend conditional approval of the final site plan contingent upon the following:

- 1. Final Engineering approval of site improvement plans/stormwater calculations.*
- 2. Provision of an easement agreement for cross-access/parking and drainage/stormwater management.*
- 3. Applicant's receipt of the required approvals/permits for the proposed wetland disturbance.*
- 4. Screening of roof-top HVAC units, as needed.*
- 5. Provision of adequate on-site directional signage to guide customers to the drive-thru lane and Graybill Road egress drive.*
- 6. Applicant shall agree to maintain the exterior appearance of the building in good condition.*

Staff also recommends approval of the proposed freestanding identification sign as submitted.

Per the provisions of City Council's approval of the concept plan for this project, no bar or tavern is permitted within this development.

Regarding future development within this PD District, note that the existing easement driveway on Massillon Road could eventually be restricted to right-in/right-out movements and the required open space area must be provided within the "Phase II" portion of the project, per PD regulations.

Minor subdivision documents will need to be submitted to the Planning Department for review and approval.

Developer is responsible to meet all local, state, and federal regulations associated with this project.