



Department of Development
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MEMORANDUM

Date: April 17, 2024

To: Mayor Lance Westcamp
Planning and Zoning Commission Members

From: Michael Loges, Development Director

Copy: Mike Poirier, Chief Building and Zoning Official

Re: Case # Z-2024-0062 Request for Zoning Amendment

Case # Z-2024-0062 Request for Zoning Amendment

Site Address(es): 5600, 5610, and 5620 Groveport Road
Containing Parcel(s): 185-002772, 185-002774, 185-002773, and 180-000921
Current Zoning: Rural (unzoned)
Proposed Zoning: Planned Industrial Park (PIP)
Current Use: Agriculture
Request: Applicant (Clous Road Partners) is requesting to rezone the referenced parcels, that together contain about 18.6 \pm acres, from Rural to Planned Industrial Park (PIP) zoning district with two lots.

SUMMARY OF REQUEST

The Applicant is proposing to rezone the above-stated acreage to a Planned Industrial Park (PIP) which requires a minimum of 25 acres. Under this case for rezoning, the Applicant is proposing to rezone the above-stated acreage for the referenced tax parcels, 18.6 \pm acres, to support a development to contain two lots.

Lot 1 (16.78 Ac) would contain a 212,000 SF industrial building to be constructed as a freezer and cold storage warehouse with attached office and related site improvements (drives, loading docks, parking lots, utilities, etc.). Lot 2 (1.86 Ac) would contain a smaller building than Lot 1 which would be identified in size and use in a separate application for Modification for Final Development Plan for Lot 2, at a future date. The Development Plan Text outlines various specific uses the applicant wishes to deem as "approved uses" for Lot 2.

OBJECTIVES

The purpose of this memorandum is to two-fold – (i) to provide some background on the need for additional cold storage space in Central Ohio and (ii) to address the need to grant a variance related to the minimum lot area as included in Chapter 1162.02 of the City of Groveport’s Zoning Code.

DEMAND FOR COLD STORAGE REAL ESTATE

Significant changes in grocery shopping, restaurant operation, pharmaceutical storage (including new diet drugs), online ordering and meal kits, agriculture, food manufacturing and even grocery logistics all demand increasing refrigerated storage space and food prep areas, which has supercharged demand for cold storage.

The period from 2020 to 2022 witnessed a significant surge in the food manufacturing industry, primarily driven by a rising appetite for ready-to-eat meals. Companies with historical ties to unprocessed meat products made substantial investments in modern facilities for cooking their own offerings in search of improved profit margins. The heightened demand for frozen foods in the United States accelerated this industry-wide transformation. Although not entirely novel, the COVID-19 lockdowns acted as a catalyst, prompting individuals to prepare their own meals at home and intensifying this shift. The primary reason for this wave of investment focusing mainly on the Midwest region was its strategic positioning as a vital link connecting agricultural and animal production with the established distribution center networks.

Ohio, Kentucky, and Indiana, which Colliers has collectively dubbed “The Great Plate States” are outperforming other states in terms of major capital investments and emerging as pivotal players in the food and beverage space, which brings with it a greater need within the cold storage sector. Colliers predicts annual growth of 13.2 percent through 2030, and real estate stalwart Related Companies last fall (2023) launched a \$1 billion affiliate business, RealCold, to develop new freezer space across the country.

One of the primary challenges in the cold storage real estate market is the lack of supply. The average age of existing cold storage buildings is 37 years, emphasizing the need for new construction and retrofitting of existing facilities. Historically, developers have been hesitant to engage in speculative cold storage construction due to its high costs. However, the increasing demand and elevated rents have now piqued the interest of developers, leading to more speculative construction.

Constructing cold storage buildings is significantly more expensive than building regular ambient structures, often costing twice as much. Each user has unique specialized requirements based on the products they store or manufacture. For example, an ice cream manufacturer with high-fat content products requires storage facilities as cold as -20 degrees, while other products can be stored in higher temperature zones. Tailored building designs are essential to meet these diverse needs.

Cold storage users tend to cluster around ports, manufacturing hubs, and areas with high consumer density. Each geographic area specializes in storing particular products, such as animal proteins,

fruits, vegetables, and dairy. Developers must carefully consider the market they are entering and design buildings accordingly. While challenges like specialized requirements, high construction costs, and limited conversion options persist, the market's growth prospects remain robust. As the demand for cold storage continues to rise, speculative construction is expected to play a pivotal role in meeting the diverse needs of users. Cold storage real estate is a hot investment opportunity for those willing to embrace its unique challenges and opportunities.

MINIMUM SITE ACREAGE RESEARCH

First, I endeavored to better understand why Groveport requires a minimum lot area requirement of 25 acres and not something higher or lower. Based on staff conversations, my conclusion is that 25 acres was selected because it was thought to be a reasonable area at a time when Groveport was being engaged by real estate developers eager to master design and develop large-scale industrial sites (c. 1985), likely expected to be 25 acres or more.

Next, I sought to better understand how Groveport's PIP zoning compared to planned district zoning types in other jurisdictions within Franklin County. I compared Groveport to four communities – Grove City, Obetz, Canal Winchester, and New Albany. These communities were chosen because their community characteristics are somewhat similar to Groveport, including but not limited to, land use compilation, population size, geography, and recent development activity.

The **City of Grove City** has three planned district types – Planned Unit Development - Commercial, Planned Unit Development - Industrial, and Planned Unit Development - Residential. None of those planned district types have a minimum lot area requirement.

The **City of Obetz** has four planned district types – Planned Residential District (PRD), Planned Commercial District (PCD), Planned Industrial District (PID), and Planned Unit District (PUD). Two of the four planned district types have a minimum lot area requirement. Both are considerably less than the minimum lot area required for PIP zoning in Groveport and, in fact, their comparable PID planned district type does not include a minimum lot area requirement. Please see the chart below. By not requiring a minimum lot area for commercial and industrial uses, Obetz retains maximum flexibility while preserving the desired design and development influence afforded by a planned district.

	PRD	PCD	PID	PUD
Minimum lot area (acres)	2	None	None	5
Minimum frontage (feet)	250	250	400	400
Maximum Lot Coverage (building and all impervious surfaces)	N/A	80%	80%	N/A

The **City of Canal Winchester** has five planned district types – Planned Residential District (PRD), Planned Commercial District (PCD), Planned Industrial District (PID), Planned Unit District (PUD), and Planned Conservation District (PCND). Most, though not all, have a minimum lot area requirement, though the exact reasoning as to why is not clearly expressed. All of the minimum lot area requirements are less than the minimum lot area required for PIP zoning in Groveport and their comparable PID planned district type requires only 10 acres – 40% of

Groveport's required 25 acres. Please see the chart below.

<u>DEVELOPMENT STANDARD</u>	<u>PRD</u>	<u>PCD</u>	<u>PID</u>	<u>PUD</u>	<u>PCND</u>
Minimum lot area (acres)	5	None	10	20	10
Minimum lot width (feet) at building line	350	350	500	750	350
Minimum frontage (feet)	250	250	400	600	250
Maximum Coverage	N/A	45%	50%	N/A	N/A
Maximum building height (feet)	35	40	40	40	35

Lastly, the **City of New Albany** has two planned district types – Comprehensive Planned Unit Development (C-PUD) and Infill Planned Unit Development (I-PUD). The C-PUD planned district type has a requirement of a minimum of one hundred (100) acres in which a variety of housing types and/or commercial facilities may be accommodated. Interestingly, however, the I-PUD planned district type cannot consist of *more than* one hundred (100) contiguous acres. Both C-PUD and I-PUD zoning types are more often than not used for housing developments or to support development nodes within the New Albany Business Park at key SR 161 interchanges where a variety of uses (hotel, gas station, fast food restaurant, etc.) are often master planned.

CONCLUSION

As it relates to Case # Z-2024-0062 and the request for zoning amendment sought by the Applicant, I recommend that the Planning and Zoning Commission approve this zoning request to advance the proposed investment and support job creation in the community.

Furthermore, based on my research, it should be considered by Groveport Staff, and the appropriate bodies, that having significantly lower minimum lot area requirements, or removing them all together for PIP and other planned district types in Groveport, may be beneficial in preparing the community to react to potential *redevelopment* opportunities expected in the next five to ten years. This may arise more frequently as Groveport's aging stock of bulk industrial buildings near the end of their useful life as first constructed and older properties become more costly to operate (not designed for modern logistics industry sector automation) and maintain.



Engineering Department

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MEMORANDUM

Office of the City Engineer

Date: April 30, 2024

To: Mayor Lance Westcamp
Members of Planning and Zoning Commission

From: Stephen Farst, PE, CFM, City Engineer

Copy: Mike Poirier, Chief Building and Zoning Official

Re: **CASE # Z-2024-0062** -- Planning & Zoning Commission – May 6, 2024

Case – Z-2024-0062 Request for Zoning Amendment

Site address:	5600, 5610, 5620 Groveport Road
Containing parcel (s):	185-002772, 185-002774, 185-002773, and 180-000921
Current Zoning:	Rural (unzoned)
Proposed Zoning:	PIP – Planned Industrial Park (PIP) - 18.6 ± acres
Current Use:	Agriculture

Request: Applicant (Clous Road Partners) is requesting to rezone the referenced parcels, that together contain about 18.6 ± acres, from Rural to Planned Industrial Park (PIP) zoning district with two lots.

Comments:

The applicant is proposing to rezone the above-stated acreage that will be platted per the City's PIP zoning regulations, if approved. The proposed zoning district, being a Planned Industrial Park requires a Final Development Plan to be approved by Council before site construction can commence. Case Z-2024-0063, is made by the same applicant (concurrent with this rezoning application) as an application for approval of a Final Development Plan for the site, which is discussed under separate review memo.

Under this case for rezoning, the applicant is proposing to rezone the above-stated acreage for the referenced tax parcels, 18.6 ± acres, to support a development to contain two lots. Lot 1 (16.78 Ac) would contain a 212,000 SF Industrial building that would contain a cold storage warehouse with attached office, with related drives, loading docks, parking lots and utilities. Lot 2 (1.86 Ac) would contain a smaller building than Lot 1 and that would be identified in size and use, in a separate application for Modification for Final Development Plan for Lot 2, at a future date. The Development Plan Text outlines various specific uses the applicant wishes to deem as "approved uses" for Lot 2.

Surroundings-Existing conditions:

1. The adjacent property uses include an existing church to the west, existing residential to the north and east. To the south (across Groveport Rd.) parcels are zoned Community Service and Select Commercial planned District. Some adjacent residential properties to the northeast are in Madison Township.
2. The subject parcels are bordered in part by Saltzgaber Road to the east, and Groveport Road to the south. The application identifies the Saltzgaber Road right-of-way (ROW) width to be about 50 feet +/- and Groveport Road ROW width to vary between 105 to 110 ft +/- . With the development of the subject parcel, additional ROW dedication is proposed by the applicant along the north side of Groveport Road to provide for at least a 110-foot ROW.
3. The Groveport Road corridor is under City of Groveport jurisdiction. About 380 feet of the Saltzgaber Road ROW, north of the Groveport Road centerline, is under the jurisdiction of Groveport; the remaining ROW for Saltzgaber Road north of this point is under the control of Madison Township.
4. As of the date of application, parcel 180-000921, is in unincorporated Madison Township, and not yet annexed.

Conclusion - Case Z-2024-0062:

The proposed zoning being a Planned District seems appropriate for the type of development that is envisioned.

As this Case pertains to a zoning district change, Engineering staff defer to the Planning and Zoning Staff, and their report on this case. Engineering conclusions will be presented in Case Z-2024-063, Final Development Plan Application.



PLANNING AND ZONING COMMISSION STAFF REPORT

Monday – May 6, 2024 at 6:00 PM

CASE NUMBER: #Z-2024-0062

APPLICANT: Clous Road Partners

EXISTING ZONING: Rural (R)

PROPOSED ZONING: Planned Industrial Park (PIP)

REQUEST: A request by Clous Road for a Rezoning at 5610 Groveport Road, Parcel #185-002772, #185-002773, #185-002774, and #180-000921.

DESCRIPTION: The proposed rezoning is to change the above stated property from Rural (R) to Planned Industrial District (PIP). The rezoning is to allow construction of a warehouse / cold storage building on the site with a proposed future second mixed use building also. A Final Development Plan has been submitted for approval. A Final Plat is required to be submitted and approved prior to any work beginning at this site. A planned development allows for an innovative approach to commercial development. This rezoning allows for the proper controls of the development while providing more flexibility in development of the site. The site is located on the north side of Groveport Road just west of Saltzgaber Road. This property has Madison Township residential uses to the north and east, Groveport residential uses to the northwest, and a Church to the west. The City's comprehensive plan shows this area to be industrial.

CONCLUSION:

If the Planning and Zoning Commission should consider recommending approval of this zoning request, staff recommends the use of the following checklist and map as suggested in the Comprehensive Plan along with the site specific information provided to determine if this is an appropriate zoning classification for this property.

The future land use map for the community is general in nature. In contrast to zoning maps, which display exact zoning classifications for each parcel, land use maps do not necessarily recognize or follow property lines and are based upon broad use categories.



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As such, the future land use map does not dictate how specific parcels should be zoned in the future. Rather, the Planning Commission and City officials should consider the map to be one of several tools available to assist them in making land use recommendations and decisions.

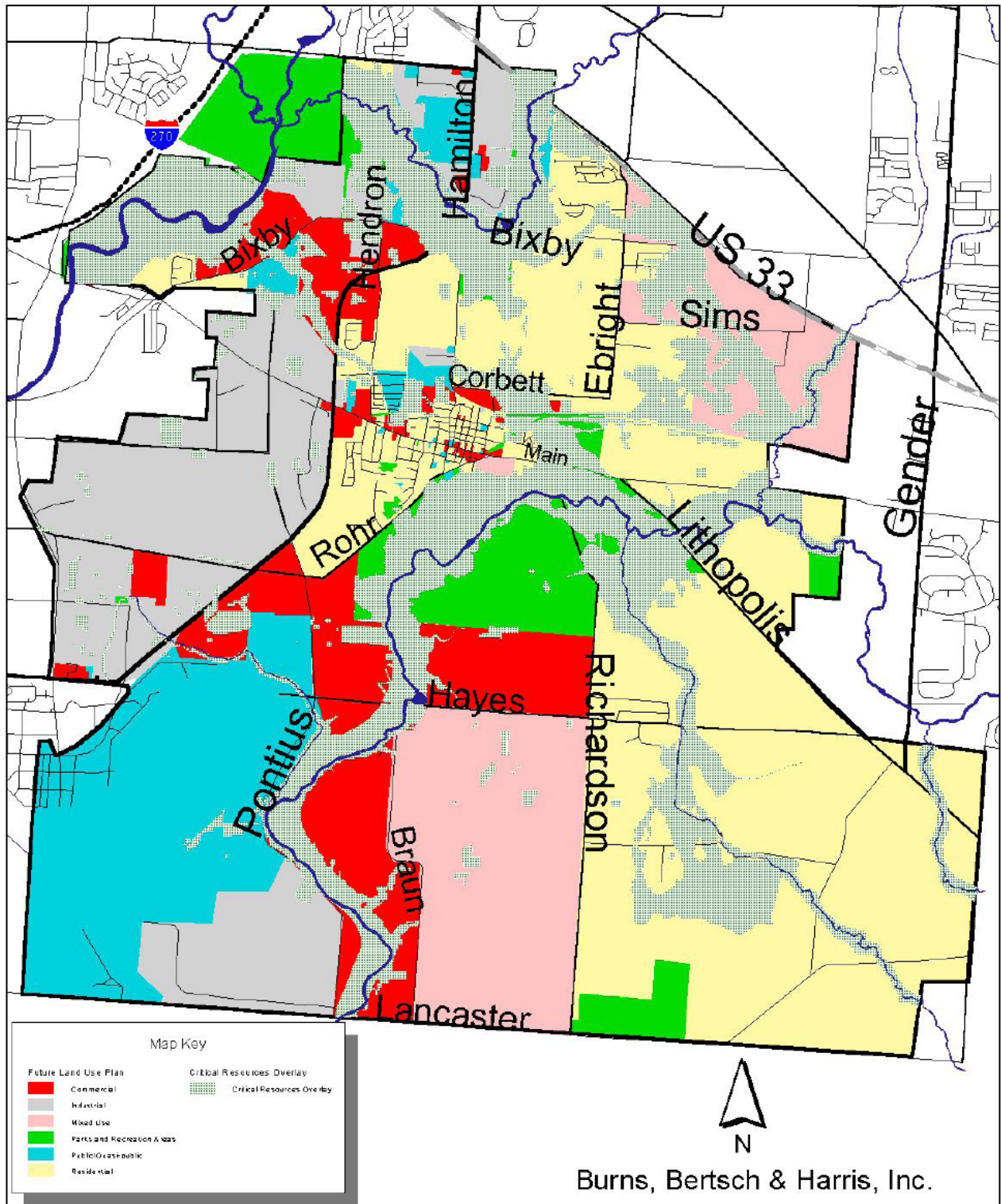
The information contained on the map should always be supplemented by site-specific information. The Planning Commission may consider using the sample checklist provided in order to promote a systematic review of land use decisions. The checklist should be used for all rezoning requests to ensure that relevant land use issues are raised. Certain answers would not mandate a particular decision and not all of the questions are pertinent to every situation.

1. Is the proposed development consistent with the City's vision?
2. Would the proposed development be contrary to the future land use plan?
3. Is the development (change) contrary to the established land use pattern?
4. Would change create an isolated, unrelated district?
5. Will the proposed development increase the load on public facilities beyond reasonable limits (streets, schools, etc.)?
6. Are the present development boundaries logically drawn in relation to existing conditions?
7. Will the change adversely influence living conditions in the surrounding area?
8. Will the change create or appreciably increase traffic congestion?
9. Will the development seriously impact adjacent areas?
10. Will the development seriously affect the natural character of the land to the point of creating potential hazards?
11. Have the basic land use conditions changed?
12. Will approval be a deterrent to the improvement or development of adjacent property in accordance with existing plans and regulations?
13. Will the proposal constitute a grant of a special privilege to an individual that will not be granted to others at the expense of the general welfare?
14. Are there reasons why the property cannot be used as it is presently planned or zoned?
15. Is the change out of scale with the area's needs? The City's needs? The region's needs?
16. Are there alternative undeveloped sites for the proposed use(s)?
17. Does the development comply with FAA regulation?



PLANNING AND ZONING COMMISSION STAFF REPORT

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MEMORANDUM

Office of the City Engineer

Date: April 30, 2024

To: Mayor Lance Westcamp
Members of Planning and Zoning Commission

From: Stephen Farst, PE, CFM, City Engineer

Copy: Mike Poirier, Chief Building and Zoning Official

Re: **CASE # Z-2024-0063 -- Request for Final Development Plan approval – 5610 Groveport Rd**

Case – Z-2024-0063 Request for Final Development Plan Approval

Site address:	5600, 5610, 5620 Groveport Road
Containing parcel (s):	185-002772, 185-002774, 185-002773, and 180-000921
Current Zoning:	Rural (unzoned)
Proposed Zoning:	PIP – Planned Industrial Park (PIP) - 18.6± acres
Current Use:	Agriculture

Request: Applicant (Clous Road Partners) is requesting approval of a Final Development Plan for a proposed 2-Lot Subdivision on the referenced parcels, that together contain about 18.6 ± acres.

Comments:

This application pertains to the same acreage that is the subject of an application for rezoning under Case Z-2024-0062. The project site, located along the north side of Groveport Road, northwest of the intersection of Groveport Road and Saltzgaber Road, will contain a two-lot subdivision. The proposed development plan identifies a specific use for Lot 1, to contain a 212,000 SF industrial building that would be a cold storage warehouse with attached office and with related drives and parking. Lot 2 would be developed in the future as a commercial outparcel with potentially, retail and/or commercial uses. The Development Plan Text outlines various specific uses the applicant wishes to deem as "approved uses" for Lot 2. This application for Final Development Plan covers Lot 1 and its specific proposed use, and the principal features and overall layout for drives, pavement areas, utility layout and stormwater management for the 2-lot Subdivision. Comments continue as follows:

Review of the proposed Development

1. Site access & internal site traffic circulation: Two (2) full-access driveways off Groveport Road are proposed on the site that include a shared private drive (East Access) to be situated within a private easement on both Lot 1 and Lot 2, and a private drive (West Access) providing access to the western side of Lot 1. Site traffic circulation would be within a site-interior private drive network surrounding the proposed building.

The East Access drive would be located near the mid-point of the Groveport Road frontage for the subdivision. The West Drive is presented as a passenger car entrance for Lot 1, while the East Access drive will accommodate trucks entering Lot 1 and all traffic generated by the future development on Lot 2.

Site improvement includes a dedication of a 20-ft easement on the parcel, alongside the Groveport Road right-of-way (ROW) to contain a shared-use publicly accessible path along the road frontage and a sanitary sewer main extension that would be constructed with the project. Additional ROW is proposed to be dedicated to provide for a minimum 110-ft width along Groveport Road.

Site Circulation appears reasonable. Drive circulation surrounds the proposed building providing appropriate access completely around the building for firefighting. Site traffic circulation appears reasonable

2. Water, Sanitary and Storm Drainage and Stormwater Management:

- a. Water: An existing 20-inch diameter public water main runs along the south side of Groveport Road, from which water services can be established for each building in this subdivision, provided required connection fees are paid to both the City of Groveport and City of Columbus.
- b. Sanitary Sewer: Building sewer services for the new buildings are shown to be made from a proposed public sanitary sewer main to be extended with this development project, west along Groveport Road beginning at an existing sewer manhole located near Saltzgaber Road. The Applicant will be obligated to construct this new sewer main and to serve other properties in the region along the Groveport Road corridor. The new sanitary sewer main design shall be subject to approval of City of Columbus and City of Groveport using agency design standards, including the Ohio EPA requirements. The sanitary sewer main diameter will be confirmed during design. Easement dimensions shall be compliant with City of Columbus and City of Groveport standards, and shall not be less than 15-feet wide, if on private property. The Sewer would be privately constructed and dedicated to the City as public infrastructure when complete. A Development Agreement shall be established between the City and Developer for this sewer main extension, pursuant to the Codified ordinances of the City of Groveport.
- c. Storm drainage & Stormwater Management: A preliminary Stormwater Management design report was received with the application that was shared with the Franklin County Engineer. The Site Plan displays set-aside area for a stormwater management detention basin that will receive runoff from the subdivision. The basin outlet is shown to discharge into a proposed storm sewer that would extend into and along the Saltzgaber Rd. ROW (to the north) and that would also extend east beyond Saltzgaber Rd. onto private property. The applicant's engineer was advised that this concept must be presented to the Township and the office of the Franklin County Engineer for review, as ultimately the design (and construction) of offsite drainage improvements would have to be approved by these agencies. Saltzgaber Road is a township road in these areas. The County's Drainage Engineer provided comment to the applicant and eventually expressed that his comments on the preliminary report were "largely addressed", notwithstanding concern that the viability of concept would depend on securing easements from affected property owners. It is advised, the applicant should be made responsible to secure required easements for this concept to be successful as a valid outlet. The applicant has acknowledged in writing in a letter dated April 10, 2024, received with the application for FDP, their responsibility to secure required easements for the drainage system.

In summary, the County will require the offsite drainage improvements as they are proposed, to be designed and constructed in compliance with the County's drainage design standards, including a requirement made on the Developer to secure drainage easements and/or agreements from affected private property owners, where easements are not in place for the improved system. It is recommended that this requirement be made a condition of approval for legislation for the approval of the Final Development Plan.

3. Traffic Impact Study (TIS):

The Developer's traffic engineering consultant Smart Services, Inc., prepared a Traffic Impact Study (TIS), which was completed under a study scope approved by the City of Groveport. This TIS analyzed background traffic conditions and site development generated traffic volume and distribution, for an opening day (2024) and a Design/Horizon year (2034) scenario. Background traffic was based on field traffic counts. The TIS analyzed turn lane warrants into the site at the two access drives (East and West) and it also included intersection capacity analyses (to check for degradation of operational service grade-level). The following intersections along Groveport Road were studied: Groveport Road at SR 317, Groveport Road at Greenpointe Drive North/South, and Groveport Road at Saltzgaber Road (included study for traffic signal warrant). The TIS was reviewed for the City of Groveport by Arcadis, who is the City's traffic study consultant. Conclusions from the Study found:

- a. Site Access Drives: Turn lanes are warranted on Groveport Road at the East Access Drive, as follows: 245-foot long eastbound left-turn lane, and a 245-foot long west-bound (drop) right turn lane. (length includes 50-ft taper). The West Access Drive was found to not warrant any turn lanes.
- b. The overall Operational Service Grade-level at the three above-mentioned intersections would not be degraded to an unacceptable level by traffic generated from the development site under both the "Opening-Day" and the "Design/Horizon" scenarios. Moreover, a Traffic signal is not warranted for Opening-Day, nor at the Design/Horizon year at the intersection of Groveport Road and Saltzgaber Road. Our traffic engineering consultant Arcadis agreed with these study findings.
- c. Our consultant Arcadis also examined queue analyses that were performed within the TIS. Arcadis advised that existing challenges we have with queueing on Greenpointe Drive (northbound left turn storage) and at SR 317 at Groveport Road (southbound left turn storage), will occur even with no impact from the site. At SR 317 at Groveport Road (eastbound left turn storage), there is also a future issue in the Design/Horizon Year scenario which may be aggravated by site traffic. However, this issue is not totally attributable to site traffic, nor is it easily solved because the eastbound left turn lane is built back-to-back with the westbound left turn lane for Green Pointe, so it cannot simply be extended without shortening the westbound left turn lane for Green Pointe.

It is recommended that as a condition to approval of this Final Development Plan, the developer shall implement offsite improvements for turn lanes on Groveport Road, as noted above, at the East Access Drive. Roadway Design shall comply with requirements of the ODOT Location and Design manual, as applied to this design and as approved by the City of Groveport Engineering Department.

It is also recommended, should any change occur during site development on Lot 1 or on Lot 2, that would involve deviation from proposed land uses or land use intensity in the Development Plan and that could result in change in Trip Generation for the development, the Developer be required to submit a revised TIS to the City of Groveport and to mitigate for offsite impacts brought about from those changes.

Conclusion - Case Z-2024-0024:

Engineering Staff suggest that if this application is recommended for approval by Planning Commission, the following conditions be made a part of that approval:

- 1) A Development Agreement be established and entered into between the City of Groveport and Developer before site development begins, to memorialize requirements of the Developer for completing the design and construction of the following on- and offsite improvements: Shared Use Path, Public Sanitary Sewer Main Extension, eastbound and westbound turn lanes on Groveport Road, and offsite storm system improvements along and east of Saltzgaber Road.
- 2) Design and construction of offsite storm drainage system improvements shall meet County Drainage standards established for stormwater drainage systems in all aspects, including requirement made on the Developer to secure and record drainage easements and agreements made with affected private property owners, where easements are not in place, if required by the County, Township and/or City.
- 3) The offsite Groveport Road improvements shall be constructed, contemporaneously with or prior to the construction of site improvements. Design of offsite roadway improvements shall comply with design standards set forth in the ODOT Location and Design manual, and as approved by the City of Groveport Engineering Department.
- 4) Site development design shall conform with City of Groveport requirements, including but not limited to compliance with stormwater management policies and regulations, including requirement for directing site managed storm drainage into an adequate drainage outlet that has positive flow.
- 5) A sanitary sewer main shall be extended west, to the western property line of the development along Groveport Road site frontage, contemporaneously with or prior to the construction of site improvements. The design and construction of the Sanitary Sewer (i.e., size, depth, pipe and manhole material, specifications and alignment) shall be per the requirements of the City of Groveport and City of Columbus (per service agreement with Columbus). Easements for these Utilities shall be established with site development via Plat or separate instrument.
- 6) Should any change occur during site development on Lot 1 or on Lot 2, that would involve deviation from proposed land uses or land use intensity in the proposed Development plan, the Developer shall be required to submit a revised TIS to the City of Groveport and to mitigate for offsite impacts brought about from those changes.
- 7) Any future proposed guard-house and/or gates on site shall be subject to prior approval of the City of Groveport's Chief Building Official and City Engineer



PLANNING AND ZONING COMMISSION STAFF REPORT

Monday – May 6, 2024 at 6:00 PM

CASE NUMBER: #Z-2024-0063

APPLICANT: Clouse Road Partners

EXISTING ZONING: R (Rural)

PROPOSED ZONING: PIP (Planned Industrial Park)

REQUEST: A request by Clous Road for a Final Development Plan at 5610 Groveport Road, Parcel #185-002772, #185-002773, #185-002774, and #180-000921.

DESCRIPTION:

Upon review, the proposed development plan was found to be substantially in compliance with the zoning requirements of Chapter 1135 Planned Development Review and Chapter 1162 Planned Industrial Park (PIP) District. However, the proposed development plan only encompasses a tract of +/- 18.6 acres. Chapter 1162 requires that a PIP zoning tract to be twenty-five (25) acres or more in area. Consideration was also given to the Groveport Gateways Development Concept focusing on the recommendations for the Groveport Road Corridor.

Phase 2 is shown as future development and has not been reviewed for compliance. A modification to this development plan will need to be submitted for Phase 2 approval when specific detail as to the development of this parcel is proposed.



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In addition, as per Section 1135.01(d)(1) and 1135.01(d)(2), the approval of this development plan shall be for a period of five (5) years to allow the preparation of the required Subdivision Plat, submitted in accordance with the Subdivision Regulations for the Municipality of Groveport, Ohio and a Certificate of Zoning Compliance. Unless the required Subdivision Plat is submitted and recorded within the time limit, the approval shall be voided and the land shall revert to its last previous Zoning District, except if an application for time extension is submitted in accordance with subsection (f) (Extension of Time or Modification) hereof.

CONCLUSION:

If Planning Commission chooses to approve the development plan the following conditions should be considered:

1. That prior to development of Phase 2 a Modification to the Development Plan showing all details to the proposed development, shall be submitted for approval by Planning and Zoning Commission and Council.