

# City of Groveport

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## Meeting Minutes

**Tuesday, May 28, 2019**

**6:15 PM**

**Final Development Plan - 4500 S Hamilton Rd**

**Council Chambers**

## **Public Hearing**

***Mayor Lance Westcamp***

***Council Members - Jean Ann Hilbert, Ed Dildine, Shawn Cleary, Becky Hutson, Scott Lockett & Chad T. Grashel***

**1. Call To Order**

by Mayor Westcamp at 6:15 p.m.

Staff Present: Marsha Hall - Administrator, Kevin Shannon - Law Director, Jeff Green - Director of Finance, Kurt Blevins - Police Captain, Stephen Moore - Chief Building Official, Steve Farst - City Engineer

Guests Present: The Guest Book is on file with the Clerk of Council.

**2. Roll Call**

**Absent:** 1 - Hilbert

**Present:** 5 - Cleary, Dildine, Grashel, Hutson, and Lockett

**3. Approval of Minutes - April 22, 2019**

Approved as submitted.

[#109-2019](#) Public Hearing Minutes 04.22.2019

**Attachments:** [Public Hearing Minutes 04.22.2019.pdf](#)

**4. Notice**

*Clerk of Council Ross read of the Notice of Public Hearing.*

[#110-2019](#) Notice of Public Hearing

**Attachments:** [Notice of Public Hearing.pdf](#)

**5. Certification**

*Clerk of Council Ross read of the Certification of Public Hearing.*

[#111-2019](#) Certification of Public Hearing

**Attachments:** [Certification of Public Hearing.pdf](#)

**6. Zoning Ordinance for 3rd Reading:**

[ORD. 19-019](#)

AN ORDINANCE APPROVING THE FINAL DEVELOPMENT PLAN FOR 4500 S HAMILTON ROAD, THE PIZZUTI COMPANIES, APPLICANT, (PARCEL NUMBERS 185-001293 AND 185-001294)

**Sponsors:** Dildine

**Attachments:** [ORD. 19-019 Exhibit A.pdf](#)  
[ORD. 19-019 Exhibit B.pdf](#)

***Stephen Moore, Chief Building Official, read from his staff report as follows:*** The applicant is proposing to develop approximately 44 acres located south of the existing Kmart warehouse and east of S. Hamilton Road. The property is currently zoned Planned Industrial Park (PIP). The zoning approval for this area as PIP, which was approved in 1973, did not have a development plan submitted at the time of approval and now requires each phase of development to submit a development plan for approval. They are proposing to construct two warehouse buildings at this location. The first building is shown to be 324,000 square feet and the second is 252,000 square feet. As shown, building 1 does not meet the building setback of 130 feet from the Hamilton Road right-of-way. Plans show building 1 with a 75 foot setback. The required parking setback along Hamilton Road is 78 feet, as proposed the parking setback is shown as 75 feet. The parking setback along Higgins Blvd is required to be 24 feet as proposed the parking setback is shown to be 15 feet. Per the development text, the landscaping along Hamilton Road will be a Type "A" buffer yard which exceeds the PIP buffer requirements for that area. The applicant is proposing to not install the required PIP buffer plantings along the east property line due to this being property owned by the City of Groveport and which abuts Blacklick Creek. The plan also shows no landscape buffer being installed along the north property line which should have a Type "A" buffer installed. Along the south property line the plan shows use of existing trees for a majority of the required buffer. The other buffer yards are shown to be in compliance with landscape code requirements. A tree survey was completed for the areas that will have trees removed for this development, per the landscape regulations, they will be required to be replaced on a one for one basis. All other landscaping provisions are typical of the development plans we have approved in the past. The plan proposes two ground signs per building, the locations are shown on the site plan. Proposed requirements for wall and directional signage is typical of development plans previously approved. A portion of the property is located in the regulatory floodplain and will require a SFHAD permit to be issued prior to start of development of the site.

Zoning staff has no objections to approval of the development plan with the following condition:

1. A Type "A" buffer shall be installed along the north property line.
2. The FEMA information shown on the site plan be revised to reflect the property is partially located in the regulatory floodplain.

It should be noted that Groveport City Council has commissioned a Gateway Corridor Study for this area. The overall purpose of this study is to construct basic concepts for future development along State Route 317 from US 33 to Bixby Road.

*The developer added the extra landscaping buffer along South Hamilton Road to match AEP's Datacenter buffer. The buffer along South Hamilton Road is more than what is required. Mr. Moore noted that the KMart warehouse sets back at about 105' and the AEP Datacenter sets back at 170' to 200' with all the other buildings' set backs up and back along that whole corridor.*

**Steve Farst, City Engineer** read his staff report as follows: Site access will be through connection of these drives to the public street system at Higgins Blvd, being a short public street located on the east side of the intersection with S. Hamilton Road, opposite Directors Blvd (located on the west side of the intersection)

Provision for Site Utilities services: The Final Development Plan demonstrates reasonable feasibility regarding new water, sanitary sewer and storm sewer utility facilities (i.e., water-mains, sanitary sewer service and drainage control/stormwater management). Comments are as follows:

**Water:** To make room for the two proposed buildings to be situated on the parcel, an existing public 12-inch diameter water main will need to be replaced with a new (replacement) 12-inch diameter water main that is to be constructed east of the two new buildings. The new buildings' (domestic and fire) water services will then connect to that new main. The new water main shall be dedicated as public infrastructure and shall be designed and constructed per City of Columbus and City of Groveport standards. The new main shall be completed prior to start of construction of the new buildings. The Developer should be held responsible for the cost and completion of the new water main. A Development Agreement binding the Developer to these requirements is recommended.

**Sanitary Sewer:** The Development Plan illustrates that Sanitary Sewer service to the new buildings would be arranged by construction of two separate sanitary sewers (one for each building), extended from the existing public sanitary sewer main located alongside the S. Hamilton Road right-of-way. The Final Development Plan does not indicate if these proposed sewers are to be public or private. It is recommended that if the sewers are to only serve a single building each, that they be designated private sanitary sewers, but designed to Groveport and Columbus public design standards.

**Storm drainage:** The Development Plan illustrates a storm drainage system for the development that will be constructed and would lead to detention basins that will outlet into Blacklick Creek. This system shall be private. The design of the drainage system and stormwater detention basins shall be compliant with City of Groveport Design standards. Operation and maintenance responsibilities for the detention basins shall be clearly identified in the design documents and per the above referenced Chapter 935. Generally, site development shall comply with all aspects of Chapter 935, applicable to the site as determined by the Engineering Department.

**Traffic impact and circulation:**

**Traffic Impact:** The developer's traffic engineering consultant prepared a Traffic Impact Study (TIS), which was undertaken in a cooperative manner under a study scope approved by the City Engineer and ODOT's District 6 traffic engineer. The TIS was reviewed by the City, ODOT and the City's traffic engineering consultant. Review comments were returned to the developer's engineer, who prepared an updated TIS that was then resubmitted back to the City Engineer. Following review of the final TIS, it is concluded there are off-site roadway system improvement needs that include needs related and unrelated to the potential site-development. Based on the TIS, the recent history of crashes and physical condition of the intersection, the following off-site improvement needs on Groveport's roadway jurisdiction are listed:

**Higgins Blvd:** Reconstruction of the pavement section, per Groveport standards.

**S. Hamilton Road at the intersection with Higgins Blvd/Directors Blvd.:**

The southbound left turn lane on S. Hamilton Road, requires an extension to provide for a 345-ft long lane (including 50-ft taper) and realignment of the turn lane into a positive offset alignment that then would require the northbound turn lane to be realigned to a positive offset alignment. Geometric design of the intersection improvement shall conform to ODOT L&D design manual standards, for a Limited Access facility, and shall be subject to approval by Groveport and ODOT.

**Traffic signal:**

Signal operation changes are recommended by the City's traffic engineering consultant to provide for protected/permissive signal phasing of both the northbound and southbound left turn improvements at this intersection. This requires new signal heads and a new controller. The addition of site development traffic will include heavy trucks in the southbound left turn movement while the existing northbound left turn includes both heavy trucks and school buses; larger vehicles require longer gaps to safely make left turns. Based on traffic crash history and these factors, protected/permissive signal phasing is recommended to be implemented.

The existing traffic signal equipment (controller, cabinet, signal heads, support structure) should be updated to support the realigned S. Hamilton Road turn lanes and the changes to implement protected/permissive signal phasing for the northbound and southbound left turn lanes. Moreover, the signal equipment should be designed and equipped to match the current City standards being used along S. Hamilton Road.

Traffic signal improvement plans shall be designed per ODOT standards and construction drawings shall be subject to approval by Groveport and ODOT.

A Development Agreement between the City and the Developer to establish schedule and responsibility for funding and completing these off-site roadway improvements is recommended to be established prior to start of construction of the proposed buildings for this development site.

**Site traffic circulation:** The proposed final development plan illustrates

reasonable internal site circulation. The private drives on site shall provide the Madison Township Fire Department, City of Groveport Water Department, and City of Columbus Department of Public Utilities legal access to utilities (public and private) supporting these buildings and for responding to potential fire events.

No security guard-houses nor gates are shown on Final Development Plan. Any future proposed guard-house and/or gates on site shall be subject to approval of the City of Groveport's Chief Building Official and City Engineer, to ensure they are placed in such a manner to avoid vehicle queueing on public streets by vehicles seeking access to the site.

Engineering staff has no objection to granting approval of the Final Development Plan, but do suggest if approved, the following conditions be made a part of that approval:

A Development Agreement be established and entered into between the City and Developer before site development begins, to memorialize requirements of the Developer for the water main improvement and off-site roadway system improvements (including traffic signal).

Site development design shall conform to the City of Groveport stormwater management policies and regulations, including requirement for directing site managed storm drainage into an adequate drainage outlet that has positive flow.

New site sanitary sewers shall be extended into the site contemporaneously with the construction of site improvements. The design of said sewers (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).

The new replacement public water main shall be constructed prior to start of construction of site building improvements. The design of the water main (i.e., size, depth, specifications and alignment) shall be per the requirements of the City of Groveport and City of Columbus (per service agreement with Columbus). Easements shall be established with site development via Plat or separate instrument.

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.

*An extensive discussion ensued on the traffic impact this development will have on the number of vehicles on South Hamilton Road at certain times of the day. A traffic study looks at several parameters; it looks at background traffic based on actual counts at an intersection, counts at certain times of the day throughout the day, real numbers and projected numbers at peak hours, trip generation (an estimated number of vehicle trips per day based on the proposed land use and size of the buildings, and trip distribution which is a prediction on the turning direction of the vehicles as they leave the buildings.*

*Both South Hamilton Road intersections, Higgins Boulevard and Firehouse Lane, need improvements. The high school project is integrating state of the art technology for the Firehouse Lane intersection improvements.*

*Phil Rasey, Vice President of Development, The Pizzuti Companies, explained that the proposed buildings will essentially be last mile distribution centers (last mile logistics refers to the final step of the delivery process from a distribution center or facility to the end user). The two buildings are set up to house up to four tenants. Last mile distribution centers are much smaller centers that receive merchandise that has made the long journey from a large distribution center to this final place before it gets delivered to the consumer. The setback was reduced to accommodate the floodplain at the eastern portion of the lot. Mr. Rasey was asked how many workers could be employed at these buildings. That question and the number that could potentially be employed at the Kmart building was raised at the Planning and Zoning Commission meeting. Mr. Farst stated that the traffic impact study included the volume of traffic generated by Kmart as if it was occupied. The basic deficiency is the length of the southbound left turn lane. The whole intersection needs to be updated and improved.*

*The issue of Groveport residents not wanting any more warehouses which forced the corridor study was raised by Council Member Hutson. Finance Director, Jeff Green, commented that the City is dealing with the existing zoning of the property which allows for this use. The City cannot go in and arbitrarily change the zoning. The property owner would have to petition for the re-zoning of the property. The City had no involvement in the marketing or sale of this property. This project hits the aesthetic which is a huge part of the corridor study. In the study, one of the types of businesses that was cited pretty heavily as appropriate use for the Groveport Road and State Route 317 corridors was the last mile type of distribution. It fits with the current types of development, the big box distribution centers, but on a different scale, smaller level.*

*Coordinating the intersection improvements with the opening of the new businesses is something that still needs to be worked out in finer detail in a development agreement. The schedule is still up in the air but improvements are certainly appropriate sooner than later. Once buildings go in and traffic starts to get generated, the left turn lane, at a minimum, needs to be addressed. The condition of Higgins Boulevard needs to be addressed as well.*

*Council Member Grashel commented that since the sewer and water utilities have to be in place before the project commences, he assumed that all the intersection improvements should be done at the same time, before the developer breaks ground on any of the buildings. Mr. Farst explained that the utility arrangements are pretty typical but they take time to get approved through all the interested agencies.*

*Administrator, Marsha Hall, added that the City and The Pizzuti Companies had discussed the possibility of an OPWC grant application. The application for Firehouse Lane and South Hamilton Road project was the top scoring project because of the surrounding area and what the City had asked for in*

*improvements. Pizzuti is required to pay for the improvements other than the things the City wants to upgrade. There is some background cost the City will undertake but the vast majority is Pizzuti's responsibility. Pizzuti may want to open one of the buildings 9 or so months before the grant, the City would apply for, comes through for the work to be done on the intersection. The grant would specify a date for the work to be completed. The City is looking into additional State funding through the Roadwork Development Fund (629). The 629 Fund grant was used for a development project in the OPUS Business Center for the extension of Green Pointe Drive. Authorization to apply for the 629 Fund grant would have to come before Council. The Pizzuti Companies wants to be a good partner with the City of Groveport. Mr. Rasey is hopeful that Groveport can leverage 629 Fund and OPWC grants for improving an intersection that is already a challenge and that this project can be a catalyst to make that happen. Pizzuti understands Council's concerns, and shares those concerns, because if their tenants struggle with the issue, then they will be directing their concerns to Pizzuti. The discussion ended with Council Members restating that their biggest concern is the traffic impact on South Hamilton Road.*

**Clerk of Council Ross read by title Ordinance No.19-019.**

[#095-2019](#)

ORD. 19-019 Staff Reports

**Attachments:**     [ORD. 19-019 Staff Reports.pdf](#)

## **7.     Close of Public Hearing**

**Council Member Hutson made a motion, seconded by Council Member Cleary to close the Public Hearing at 7:03 p.m. Motion carried by the following vote:**

**Yes:**   5 -   Cleary, Dildine, Grashel, Hutson and Lockett

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Lance Westcamp, Mayor

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Ruthanne Sargus Ross, CMC  
Clerk of Council

PLEASE NOTE: THESE MINUTES ARE NOT VERBATIM. A RECORDING OF THE MEETING IS AVAILABLE IN THE CLERK'S OFFICE DURING REGULAR BUSINESS HOURS.