

ARC – January 9, 2022 Reviews

MEMEBERS PRESENT: Chairman Tim Franklin, Vice Chair Jason Boltz, Curt Smock, Melanie Baker and Elizabeth Smith. Bill Weber and Nathan Leppo were excused. Legal Counsel, Bob Konstand, was in attendance via Zoom.

ARC-22-11 Continued – Tom Yankovich of Ellet Sign, for Cleveland Clinic-Mercy Hospital, 4125 Medina Road, sign review, B-4.

Zoning Comments: Property is located on the north side of Medina Road at the northwest corner of Medina Road and Crystal Lake Road. To the north is single family residential, to the east is Symphony Financial, to the south is Copley Township and to the west is vacant commercial property. The proposed, revised monument signage is 4' 9" x 5' 7" – 26.5 square feet in area, 6' 3" in height and internally illuminated. Additionally, the signs as submitted require a variance approval from the Board of Zoning Appeals.

Mr. Tom Yankovich presented to the Commission the newest sign version stating that they proportionately decreased the square footage from the previous versions. They tried to keep the "EMERGENCY" as large as possible with the letter height at about four and half inches. The two addresses that are legally required along with the logo for Akron Children's Hospital have remained. Mr. Yankovich shared that they did alter the logo so that it was more horizontal and not stacked. For the landscape plan, they wanted to keep the same proportions, especially on the Crystal Lake side. That entrance will utilize the existing mulch bed with low growth evergreens around the perimeter, grasses on the sides and flowering annuals in the middle. Mr. Yankovich submitted a landscape plan to the Commission. Regarding the entrance on Medina Road, he shared that they will try to incorporate some type of landscaping but there hasn't been landscaping there for years due to the fact that it constantly gets run over. It is currently just a large rock bed to try to alleviate any damage. Mr. Yankovich stated they are working with the Cleveland Clinic landscaping department to come up with an alternative or compliment to the rock bed. He hoped to have something by the end of January.

Mr. Yankovich presented that the square footage of the new version is 26.5 square feet and the existing sign is about 17.5 square feet. What they tried to do was to keep things minimized but large enough copy to make this sign work. Mr. Chairman stated that after meeting with Mr. Yankovich and Mr. Federico from the Cleveland Clinic, and due to health and safety, this version is a good balance to make this work for all parties.

Discussion ensued among the members. It was expressed that the applicant addressed what was asked for at the last meeting and did a nice job. The sign is much more legible, and given the fact that there is a lot information that needs to go on the sign, the increase in size is understandable. Motion to approve the application as presented by Mr. Smock; seconded by Mrs. Baker. Roll Call: Mr. Boltz, Mrs. Smith, Mrs. Baker and Mr. Smock. Vote: 4 – 0 to approve.

ARC-23-01 – Jack Maxwell, Brilliant Electric Sign Company, for Relux Medical Spa, 1000 Ghent Road – Suite B, sign review, B-2.

Zoning Comments: Property is located on the west side of Ghent Road on the northwest corner of the I-77 and Ghent Road intersection. There is single family residence and offices located to the north, the previous site for Dimitroff's Furniture is located to the east, I-77 is located to the south, and Montrose Zion Church is located to the west. The sign conforms to the Zoning Resolution.

Mr. Jack Maxwell presented to the Commission a proposal to install a new sign for ReLux Medical Spa on the front of the building that is 12 square feet. The sign will be individual non-illuminated, flat cut, 3/8 PVC

logo letters and rule line. Mr. Maxwell stated they will be peg mounted off the wood fascia of the band and all the visible letters are to be painted black. The landlord of the building had requested that all signage be peg mounted 1 inch off the building for maintenance purposes. No other signage will be installed. The Commission was good with the sign as presented.

Motion to approve the application as presented by Mrs. Baker; seconded by Mr. Smock. Roll Call: Mrs. Baker, Mr. Boltz, Mrs. Smith and Mr. Smock. Vote: 4 – 0 to approve.

ARC-23-02 – Lance Osborne, Osborne Capital Group, 4073 Medina Road, preliminary site plan review, B-3.

Zoning Comments: Property is located on the north side of Medina Road roughly 300’ west of the Springside Drive and Medina Road intersection. The property also has road frontage on Springside Drive. To the north are hotels, to the east is Huntington Bank, Barnes & Nobles and the True North gas station, to the south is commercial property in Copley Township, and to the west is I-77. The site currently is used as the Holiday Inn and formally Hyde Park. The applicant is currently seeking a rezoning of the property from the current B-3 to a proposed B-2. The preliminary drawings will require site plan approval through the ARC and conditional uses and variances from the BZA. To date, the Zoning Commission and Summit County Planning Commission have recommended approval. This will be passed on to the Trustees, possibly this month, with their public hearing being held sometime in February or March.

The Applicant has submitted a proposed redevelopment plan for the property. The redevelopment proposed is for a Sheetz gas station on the southern portion of the property along Medina Road. The proposal also includes a Texas Roadhouse restaurant on the northern portion and a third restaurant/retail building on the western portion of the site. Representatives were on hand from Sheetz and Texas Roadhouse to present preliminary landscape and elevation drawings.

Mr. Lance Osborne presented to the Commission the current site plan and walked through it via his exhibits on screen. He stated that their plan is to parcel the property into three separate parcels. Sheetz site will have fueling stations, their prototypical store and a drive-through. Texas Roadhouse parcel, he add an additional turn lane onto Springside in order to disperse the traffic coming in and out of the site. Mr. Osborne stated his group will be ground leasing the Sheetz and Texas Roadhouse properties and will do some horizontal development as the landlord. The tenants will build the vertical improvements. The third parcel will be developed once a tenant is secured. Mr. Osborne presented the traffic data has been approved by ODOT but not the study itself; but they anticipate an answer shortly. They also have submitted the study to the County and awaiting their approval, as well. Mr. Boltz asked about the amount of impervious area in the new development compared to the existing site and how the parking counts were derived. Mr. Osborne stated the impervious area proposed will generally be the same because it is mostly all paved now. The parking counts were determined by each of the tenants and their requirements. Mr. Osborne informed the Commission that there will be a reciprocal parking agreement on all three parcels made by the three entities.

Mr. Ryan Balko, Sheetz Regional Manager, handed out supplemental site plans and elevations. He began with the landscape plan and shared that their parking lot pole height is typically 20-23 feet on top of a 3-foot base. They use all LED lighting, downward facing lights with cut offs. There will be wall packs on the building and the canopy will have recessed LED fixtures. Mr. Balko shared that the fuel canopy is going with the new store design, being the tilted canopy shown in the handouts. A comment was made about the trash receptacles being located up front by Medina Road and could they be relocated. This will be discussed with the Developer. Regarding how the fuel tankers will move through the property, he shared that the tankers have to position themselves so that the tanks are on the passenger side of the trucks. He demonstrated how they would come in to the property and wrap around the canopy, unload and exit via the exhibits on screen. Mr. Balko estimated the tankers themselves are 30 or 40 feet long and will be able to work around the site. It was stated that there are 7 to 8 employees working in the store and there is

designated parking for them. Furthermore, the fuel drops are done three days a week during non-peak hours, and take about a half-hour to 45 minutes to complete the drop. (It was noted that this will be a 24/7 store.)

Mr. Balko presented the landscape/elevation plan for the trash enclosure and stated they do invest in making them look nice and put matching brick on the building and stated it would be landscaped on all three sides. Mrs. Baker inquired on the proposed relocated driveway and why it wasn't in line with the drive-through. Mr. Balko presented that it's because they have to have at least a two-way access through back to the Texas Roadhouse. Additionally, only about 8% to 10% of the sales go through the drive-through. Usually, the busiest hour is at noon and entails 17 or 18 cars total. Regarding diesel fuel/larger vehicle fueling, Mr. Balko said a semi is very unlikely to attempt to use this station because their tanks are so big that they would be there for an hour filling up. Sheetz does not use high flow pumps. Using the elevations packet that was distributed Mr. Balko presented that the prototype building materials consist of full brick and stone on all four sides. The building, canopies, awnings on the six front windows and the big one on the side, the roof screening etc. are all galvanized steel and aluminum materials. He informed the Commission that the signage package will be done at a future date.

Mr. Chairman asked Mr. Balko how Sheetz is different from other stations and/or what do they have to offer that's different. Mr. Balko stated that it is their made-to-order food offering and it is something Sheetz, as company, has taken initiative to focus on growing. Regarding EV charging stations, Mr. Balko shared that they work with three different EV vendors and are getting into putting in their own chargers as well. There is a team from Sheetz that would look at this site to determine if charging stations would be added.

Ms. Paula Hubert, Development Manager with Greenburg Farrow, spoke on the behalf of Texas Roadhouse. She distributed additional exhibits including the site plan, elevations and material samples to the Commission. Ms. Hubert walked the members through the restaurant's elevations via her exhibits. She explained that the field of parking does circulate all the way around the entire site and the parking proposed is on track with what Texas Roadhouse would require for a site of the size due to its popularity. She thought based on the initial analysis, they had noted 101 required spaces and believes they are around 190, but that may not take into account additional landscape and required islands. Mr. Chairman asked that they keep the standard light poles and be consistent during development and to work, collectively, with each other on the parking landscaping.

Ms. Hubert moved on to the elevations starting with the west elevation being the entry elevation. She noted that all the elevations are comprehensive four sided architectural for the overall design. They will be using a variety of quality materials including brick, fiber cement siding and metal roof. She referred to the samples she had provided. Ms. Hubert stated there is a variety of change in planes on all four elevations and various roof lines. She then continued to walk the Commission through each elevation. It was noted that this is primarily prototype elevation design but they did raise the parapet so that the rooftop equipment is fully screened as required. Mr. Chairman questioned the front entrance facing highway and she explained that Texas roadhouse prefers to have the front entry doors faced towards the highway and showed what the field of parking looks like. The Commission had discussion regarding this and recommended Texas Roadhouse relook at the back/rear elevation and possibly soften it with some type of landscaping. Ms. Hubert will work with Mr. Osborne to check on options. Mr. Chairman inquired how Texas Roadhouse differs from Longhorn and Outback Steakhouses and Ms. Hubert replied it would be the quality of the service you receive, as well as, the quality of the food, i.e., the hand cut steaks that they offer, the homemade sides offered and the fun atmosphere. The Roadhouse will not be open for lunch and will have hours that are approximately from 3:00pm/4:00pm to around 11:00pm; and Saturday and Sunday hours are a little different.

Mr. Andrew Pierson, Traffic Engineer with TMS Engineers, Inc., presented to the Commission that they were hired by Lance Osborne to do a traffic impact study for the site. Mr. Pierson reiterated the fact that these two developments don't have traffic at the same period. The gas station typically has a little more in the morning, has a huge midday, and then tapers off about 4:00 to 5:00 P.M. Whereas, Texas Roadhouse does not have A.M. traffic and the peak for the sit-down restaurant typically starts picking up during the

dinner hours at 5:00pm to 6:00pm. Mr. Pierson stated they have produced a traffic impact study that is required by O.D.O.T. and are awaiting their approvals, hopefully in February. One of the biggest items they are looking to get approval on is the right-in, right-out entrance/exist on Medina Road. Also, they know that the existing drives at Springside and Medina have traffic issues. Mr. Pierson presented that dual left turn lanes be constructed for Springside Drive and across Medina Road (Home Depot shopping area.). He stated that they have analyzed the data with a couple different modeling programs O.D.O.T. is requiring and programs that are more specific to the freeway aspect and also to make sure this intersection operates safely and efficiently. Mr. Chairman recommended they take the traffic patterns from the businesses on Springside Drive into consideration, too.

Mrs. Baker commented to say her concern is not only for the timing of the lights but also for the other lights further down Route 18. She also introduced the idea that there be a hard barrier at the island on Medina Road so that people can't cross over it. Mr. Pierson stated he has seen bollards used on other road projects. Mrs. Baker also expressed concerns over the dedicated right-hand lane to enter the highway for Medina Road for people that are not intending to enter the interstate. Mr. Pierson responded to say that they are moving it further east so to increase the distance from the interstate entrance ramp. Furthermore, Mrs. Baker stated a concern further up Springside Drive about the proposed northernmost entrance/exit driveway since there are three driveway entrances to the parcels to the east and north that comes across the front of the property line. She inquired if there was any consolidation possible and/or at least trying to line up that entrance and exit with the entrance and exit across the street so there is not as much crossing of traffic. Mr. Pierson and Mr. Osborne will look at it as this plan develops. Mrs. Baker also inquired about people exiting the Shell station across the street and the potential for backups there. Mr. Pierson replied that he does not foresee that because Springside is not a busy road and there will be a free-flowing left into the site. Applicant will return in February or March with more information including updating the board on his traffic approvals.

Mr. Chairman thanked all the representatives for their efforts to present their aspects of this project. He also stated this is considered a "working session" with much more work to be completed before the ARC could responsibly vote on this project. That includes all the completed traffic studies and approvals from all municipalities and the county.

Miscellaneous: Election of Officers – motion to maintain Mr. Franklin as Chair and Mr. Boltz as Vice Chair by Mr. Smock; seconded by Mrs. Baker. All in favor; motion carried.