

CITY OF GROVE CITY, OHIO  
COUNCIL MINUTES

May 06, 2002

Regular Meeting

The regular meeting of Council was called to order by President Klemack, at 8:00 p.m. in the Council Chamber, City Hall, 4035 Broadway.

After a moment of silent prayer and the Pledge of Allegiance, roll was called and the following members were present:

*Vaughn Radi   Bob Hatley   Maria Klemack   Budd Eversman   Bill Saxton*

1. President Klemack recognized Mayor Grossman who made several presentations. The first was to the Police Department, who received a three-year Accreditation. Chief McKean, officers, Safety Director Kulp, Fr. Co. Commissioner Dewey Stokes, & Rep's Amy Salerno & Larry Woolpert were present for this presentation. Chief O'Dell (Kettering) presented the Chief & the City with a Certificate. Grove City joins 551 other accredited departments. He explained that there are 443 standards and Grove City met 419, which is excellent. Representative Amy Salerno also presented a Commendation from the Ohio House.

A Commendation from the Ohio House was also presented to Maria Klemack for being named President of Council. Representatives Amy Salerno and Larry Woolpert made the presentation. Mr. Umberto Gongolas, Pres. of Hispanic Services was also present.

The Mayor and Council presented Mr. Joe Dollins with a Proclamation for his Eagle Scout project. Mr. Dollins lived in a box, like a homeless person for one (1) week. In that time, he collected clothes, food, books, etc. for the homeless. He delivered these items personally. Council and the Mayor expressed their admiration to Mr. Dollins. Representative Amy Salerno presented Mr. Dollins with a Commendation from the Ohio House, as well.

2. Mr. Eversman moved to dispense with the reading of the minutes from the previous two meeting and approve as written; seconded by Mr. Saxton.

Mr. Radi	Yes
Mr. Hatley	Yes
Ms. Klemack	Yes
Mr. Eversman	Yes
Mr. Saxton	Yes

3. President Klemack read the agenda items and they were approved by unanimous consent.

**The Chair recognized Mr. Saxton, Chairman of the Lands & Zoning Committee, for discussion and voting of legislative agenda items under said committee.**

1. Ordinance C-13-02 (Accept the Annexation of 115.399 acres located North of Zuber & West of Seeds Rd.) was given its second reading and public hearing.

Mr. Steve Bowshier, attorney representing the petitioner, requested that this item be postponed until June 17, 2002. Mr. Eversman asked why. Mr. Bowshier stated that Council is entertaining a separate issue - that being the consideration of adding this property to CRA #1. Additional time is needed to work out the details for that issue.

There being no additional questions or comments, Mr. Saxton moved it be postponed until 6/17/02; seconded by Mr. Eversman.

Mr. Hatley	Yes
Ms. Klemack	Yes
Mr. Eversman	Yes
Mr. Saxton	Yes
Mr. Radi	Yes

2. Ordinance C-21-02 (Approve a Special Use Permit for Valvoline Instant Oil Change located in the Buckeye Grove Shopping Center) was given its second reading and public hearing.

Mr. Jeff Brown, attorney for petitioner, explained that this is a request for a commercially zoned, out-lot in the Buckeye Grove Shopping Center. Their neighbors consist of a McDonalds, the shopping center parking lot, and a Kroger Gas Station. He stated that staff and Planning Commission recommended approval of the request. He reviewed the criteria for a Special Use Permit listed in the Code. He spoke on each one and explained why he believes this development complies with all of them. He indicated that there has been much discussion about traffic. He said there are two ways you can study traffic: 1. In a 24 hour period; and 2. At the peak hours. He recited traffic numbers (one trip in/one trip out) for the types of businesses surrounding them (Kroger - 4,800; Gas station - 1,348; McDonalds - 1,805). A Valvoline with three bays, would have 180 trips. In terms of their neighbors, they generate very little traffic and fit in well. He stated that the #1 corporate store averages 70 cars per day. He said the Stringtown Road store does 55 cars per day. They took the Stringtown Rd. average and expanded it to 90, to conservatively estimate the number of cars for this proposed store. If you review the PM Peak traffic, Kroger averages 500; Kroger Gas - 116; McDonalds - 122; Valvoline - 16. He then explained the layout of the building, which he stated was the same as McDonalds. This configuration allows for 14 cars to be handled without encroaching on the driveway. They also have an additional nine (9) parking spaces for employees and moving cars around. There is no direct access to S.R. 665. He said this traffic data was submitted for Council review. When you look at the traffic numbers, there just isn't a traffic problem associated with this particular type of use.

Mr. Eversman commented that he did not have a problem with the Development Plan. He explained that he spent some time (one hour) at the site on Saturday, looking over the site and watching the traffic flow. He then went to the Stringtown Road store. Got his oil changed and kept track of the time he was there and how many cars were there. He said the issue for him is the peak periods. Not the number of trips in and out. He said he believes there is a safety risk involved with the added Special Use Permit. It is a safety issue with the traffic that is generated in the entire vicinity. He believes that this would create, in parts of the day, unsafe conditions that he would not want to put upon the citizens of Grove City. He said he wished there was a different parcel in the shopping center where he wouldn't feel this way. He said he looked at the traffic and knows from using their services what kind of traffic is generated. He said he has a tough time accepting the safety issue that would be generated by issuing an additional Special Use Permit for this parcel. Mr. Brown said he disagrees. He again reviewed the traffic pattern and the stacking available for this site. He said one of the problems with the Stringtown Road site, is that it was developed haphazardly. The S.R. 665 area has been designed with proper buffers & medians to direct the traffic. He said the numbers just don't back up Mr. Eversman's concern. Eight cars at the p.m. peak on a weekday isn't a lot. He said there were corporate representatives here who may be able to fill in the numbers for Noon on Saturdays.

Mr. Hatley asked if Mr. Brown frequents a Valvoline station. Mr. Brown said he uses his car dealer. Mr. Hatley stated that his is a customer of Valvoline and is not making an arbitrary or unreasonable decision. He explained that when he goes to Valvoline, they do more than more than oil changes. So, if you are in line behind someone getting multiple services, you may be there for quite some time. In order to avoid this, Valvoline customers block other lanes to make sure they are the next one in the first available bay. He said he has personally seen this and he has very high concerns about the backup of traffic flow and safety issues that are going to occur in this location. It is a very small parcel with a lot of cars at peak times. He said someone observing could easily see, and it is very reasonable to assume, that it doesn't work exactly the way Valvoline has it set. Mr. Brown asked if he was talking about the Stringtown Road store. Mr. Hatley said he is talking about every Valvoline store that he has been to. Mr. Brown said that one of the reasons there is trouble at the Stringtown Road store is that cars need to make a sharp turn and he agreed that sometimes people flare out. Occasionally, employees must come out and get people back in line. This is only a two bay store. This new facility would be a three bay store. They either make a right or left turn in and it is very easy to stack up behind the bay doors. If someone were to block more than one lane, the employees would come out and direct the customers to go to the next available window and make it work. Mr. Hatley said he has never been to a Valvoline and seen an employee direct traffic in the lot. Mr. Mark Gilbertson, Valvoline, stated that they have instituted a new position in the last two years. The customer service representative's duty is to come out and greet the customer within one minute of getting on the property. They take down the information about the vehicle and enter it into the computer. At that time, they know what is going on inside the facility and direct the customer into the appropriate line. This minimizes the customer's wait and insures they get into the building in the order they have arrived on the property. He also addressed the different layout between the Stringtown Road store and this new proposed store. Mr. Hatley asked, out of the 70 cars serviced at the #1 location, how many of them have multiple services performed, other than an oil change. Mr. Gilbertson said approximately 20%. He said with the multiple services, it would increase the time and decrease the number of vehicles they can service in an hour. Mr. Hatley agreed and said that means there would be more backup of vehicles. He then asked where the customer service person would reside on the lot. Mr. Gilbertson said they would be in the vehicle. There are full-glass bay doors, so they can see the cars pull on the site and go out to greet them. He said if there was a car in every bay and a car behind each bay, you have a half-hour wait. If there are two cars behind each bay, you have a 45-minute wait. Most people will drive by and come back later. Mr. Hatley said he has never seen one of these customer service people at Stringtown Road. With the problems they are having with just the configuration of the building, he said he would think that would be one of the number one spots that they would want such a person to be at. Mr. Gilbertson said he would have to take that up with the area manager. He cannot address the operations there. Mr. Hatley asked how Mr. Gilbertson could address the operations at S.R. 665. Mr. Hatley stated that hypothetically, this is how it should work. That doesn't mean it really works that way. Mr. Gilbertson said "right".

Mr. Radi commented that what Mr. Brown is showing on paper, looks like it makes sense and would work. However, he agrees with Mr. Eversman and Mr. Hatley that there are too many things that are out of anyone's control, which can throw off the numbers and create a safety hazard. There is no control over how many bays are open at one time or another. The

number of bays that are in operation and are servicing only oil changes, again, affects the stacking situation. He said company policies changes. Procedures change. That store's policy may be something different and there is no control over the stacking situation.

Mr. Saxton stated he also had concerns about the safety factor and why he asked Valvoline to consider reducing the facility to a two-bay facility.

Mr. Eversman commented that while at the Stringtown Road store on Saturday, he was the seventh car in line. There were two being serviced; two immediately behind the doors; and then two forming a single-file line so they would know which one was the fastest bay. He lined up behind them. He said he was in line for an hour and ten minutes. During that time, all seven cars were serviced. He was in the bay for 26 minutes. None of the bays looked like multiple services were being performed. Also, no one ever came out to greet him. He did not speak to anyone until he pulled into the bay. He said they were very nice people and did their job fine, but that is the reality of the operation. Mr. Brown reiterated that this is a completely different configuration and if you look at the traffic information, done by the traffic engineer, in terms of the count, the numbers to justify the concern aren't there. This operation works well in other locations and doesn't back up. It would back up here and even if it would, it is on an internal driveway - not a public street. Common sense indicates that if the lot is full, you will come back later. He requested that Council approve the request, as Valvoline has met the requirements in the Code.

Mr. Clark, Dir. of Law, stated that he was gone for the last council meeting. However, he understands that they presented their case at that time and it was tabled because there was a mistake in the traffic engineer's report. He asked for an explanation. Mr. Brown stated that there was a mathematical error on the computer spreadsheet that was carried over into the written material. It dealt with the total number of cars that would be coming to a Valvoline. The materials that they have corrected and submitted back to Council show the accurate number. Mr. Clark stated that the presentation made to Council at the last meeting was not reliable, with regard to the number count. Mr. Brown said the new material is showing better traffic numbers than what they were presenting last time. Mr. Clark again, stated that it was not reliable last time and telling us today that it is reliable. Mr. Brown said yes. It was a mistake that was picked up, caught and now corrected. Mr. Clark asked if it was discovered during the presentation. Mr. Brown said yes. Mr. Hatley commented that it was not only incorrect in the spreadsheet, it was incorrect in the written text. At the last meeting, he questioned if there were any other irregularities that Council didn't know about. Mr. Brown stated that the Traffic Engineer went back and double-checked the numbers. The materials given in the April 16, 2002 memo are correct and reflect, in terms of 8 cars in the p.m. peak.

There being no additional questions or comments, Mr. Saxton moved it be approved; seconded by Mr. Eversman.

Ms. Klemack	No
Mr. Eversman	No
Mr. Saxton	No
Mr. Radi	No
Mr. Hatley	No

3. Ordinance C-48-02 (Accept the Annexation of 10.675 acres located east of Borrer Rd. and north of Hawthorne Parkway) was given its second reading and public hearing.

Mr. Stage, City Administrator, commented that several months ago the City was contacted about this annexation and the possibility of development for condos. They have not had any recent conversations with the applicant or the other individuals they spoke to previously. He recommended that it be postponed to a future date.

There being no additional questions or comments, Mr. Saxton moved it be postponed until June 03; seconded by Mr. Eversman.

Mr. Eversman	Yes
Mr. Saxton	Yes
Mr. Radi	Yes
Mr. Hatley	Yes
Ms. Klemack	Yes

4. Ordinance C-49-02 (Approve the Replat for Hennigan's Grove, Phase Two, Section One) was given its second reading and public hearing.

Mr. Jennifer Blue, representing petitioner, explained that this is a housekeeping measure to provide access to Hennigan's Grove South.

There being no additional questions or comments, Mr. Saxton moved it be approved; seconded by Mr. Eversman.

Mr. Saxton	Yes
Mr. Radi	Yes
Mr. Hatley	Yes
Ms. Klemack	Yes
Mr. Eversman	Yes

5. Ordinance C-52-02 (Approve the Rezoning of 112.98 acres located at the northeast corner of Big Run and Holt Roads from SF-1 to SD-1) was given its first reading. Second reading and public hearing will be held on June 17, 2002.

Mr. Mike Bobby, SWCS, was present and explained that this is just a matter of procedure to received the appropriate Grove City zoning for a school. Mr. Saxton thanked SWCS for their cooperation in this matter.

6. Ordinance C-53-02 (Approve the Rezoning of 1.6 acres located south of Gantz Rd. and east of Marlane Dr. from IND-1 to PSO) was given its first reading. Second reading and public hearing will be held on June 17, 2002.

7. Resolution CR-32-02 (Annexation Services that can be provided to a 4.83 acre tract located 1350 Stringtown Rd.) was given its reading and public hearing.

Mr. Joe Hull, attorney for petitioner, this is for services that can be provided upon annexation. There being no additional questions or comments, Mr. Saxton moved it be approved; seconded by Mr. Radi.

Mr. Radi	Yes
Mr. Hatley	Yes
Ms. Klemack	Yes
Mr. Eversman	Yes
Mr. Saxton	Yes

8. Resolution CR-33-02 (Approve a Certificate of Appropriateness for the Demolition of the Mill and Hay Structures at the Farmers Exchange located at 3937 Broadway in the Historical Preservation Area) was given its reading and public hearing.

Mr. Chris Powell, Real Estate Agent for property, explained that he has had the property up for sale since October. In showing the property, there has been a problem getting it sold due to the middle section (Mill Bldg. and Towers). They originally requested that both the Mill building and Towers be demolished, but changed their request and agreed to wait on demolishing the towers until such time as there would be an approved development plan, or sell it to someone who wants to retain the towers or buy the rest of the property.

Mr. Hatley asked if it were possible for someone to want to buy the property without tearing anything down. Mr. Powell said no. Mr. Hatley asked why. Mr. Powell stated that in terms of utilization of the property, demolition is a real need and it has been built into the selling price. In terms of detail showing, they have had 30 - 40 drive thru's and there is no interest. He doesn't know of a user that can use the buildings "as is". Even with a lot of updating. It is best utilized for retail or other commercial use and these buildings don't apply anymore. Mr. Hatley said he would hate putting the City in a position of regret for tearing down these historical structures. Particularly, if the can be restored. Mr. Powell said that the buildings he is talking about are deteriorating very fast. Mr. Hatley asked if they were unsafe. Mr. Powell said yes. Mr. Hatley asked if the Building Dept. had condemned them. Mr. Powell said no. He didn't mean that type of unsafe. But, in terms of marketability, he doesn't see it. He said they are saving the front building, the back building and the towers. They are only requesting the demolition of the mill and the straw shed, which will blow down soon anyway.

Mr. Eversman said he agreed with the straw shed and has no problem with that coming down. However, he does share in Mr. Hatley's concerns. Although the likelihood of a user is slim for the Mill and Silo's, he feels that because they are in the Historical Preservation Area and old structures, he would hate to see them torn down until a plan was brought forward. He said he has a real problem just tearing them down for speculation purposes. Mr. Powell stated that he is asking for permission, but won't tear the mill down right away. He will line up a buyer that doesn't want it. Mr. Eversman stated that he would want Mr. Powell to have that buyer before he would give approval.

Mr. Stage commented that Champaign/Landmark has been extremely cooperative in this effort. The City has had their dishes on the Silo's for about 14 years. He said he has walked that property about 10 times. Twice with prospective buyers. From a Development standpoint, for the type of development desired, the mill holds little value. The other building holds no value. They have put the City on notice that they have 30 days to remove their dishes from the Silos. He said in the spirit of cooperation, it makes sense to be in favor of this request.

Mr. Saxton reviewed the one stipulation recommended by Planning Commission. Mr. Powell agreed to this.

There being no additional questions or comments, Mr. Saxton moved it be approved; seconded by Mr. Radi.

Mr. Hatley	No
Ms. Klemack	No
Mr. Eversman	No
Mr. Saxton	Yes
Mr. Radi	Yes

9. Resolution CR-34-02 (Approve the Development Plan for Beautiful Savior Lutheran Church and School located at 2213 White Road) was given its reading and public hearing.

Mr. Kevin Hoffman, representing church, reviewed the project. The one stipulation from Planning Commission has been complied with. He showed a color board with all materials and color. He explained that they would be the same as the existing church, with the exception of the brick. They will use a split-face block that is the same color as the brick. Since this addition is to the rear and 200 feet off the road, they felt this would be acceptable.

Mr. Saxton stated that there were two stipulations from Planning Commission and reviewed those. Mr. Hoffman agreed to both.

There being no additional questions or comments, Mr. Saxton moved it be approved; seconded by President Klemack.

Ms. Klemack	Yes
Mr. Eversman	Yes
Mr. Saxton	Yes
Mr. Radi	Yes
Mr. Hatley	Yes

10. Resolution CR-35-02 (Approve the Preliminary Development for Farmbrook Village located at the southeast corner of Gantz Road and Marlane Drive) was given its reading and public hearing.

Mr. Mike Murphy, developer, showed pictures of the condo product, along with a color pallet and materials. He said there would be approximately six (6) units with walkout basements. There will be about 8 one-car garages.

Mr. Saxton reviewed the nine (9) stipulations set by Planning Commission. Mr. Murphy agreed to work on all of these.

Mr. Eversman asked how many were three (3) bedroom vs. two. Mr. Fulkert, representing developer, stated that there would be 10 three bedroom and 42 two bedroom units. Mr. Eversman stated that this project has dramatically improved from the last submittal.

President Klemack also thanked them for changing the name to Farmbrook Village and keeping the area together.

There being no additional questions or comments, Mr. Saxton moved it be approved; seconded by President Klemack.

Mr. Eversman	Yes
Mr. Saxton	Yes
Mr. Radi	Yes
Mr. Hatley	Yes
Ms. Klemack	Yes

11. Resolution CR-36-02 (Authorize the City Administrator to Engage Legal Counsel and to begin Negotiations with South-Western City Schools for the Expansion of CRA #1 to include 115 acres located on Zuber Road) was given its reading and public hearing.

There being no additional questions or comments, Mr. Hatley moved that the Rules of Council be suspended and the waiting period waived; seconded by Mr. Eversman.

Mr. Hatley	Yes
Ms. Klemack	Yes
Mr. Eversman	Yes
Mr. Saxton	Yes
Mr. Radi	Yes

Mr. Hatley moved it be approved as an emergency measure; seconded by Mr. Saxton.

Ms. Klemack	Yes
Mr. Eversman	Yes
Mr. Saxton	Yes
Mr. Radi	Yes
Mr. Hatley	Yes

2. Resolution CR-37-02 (Authorize the City Administrator to Advertise for Bids and Sell Items No Longer Needed by the City) was given its reading and public hearing.

Mr. Behlen explained that the City has property that belongs to the public and it must be diligent in getting rid of it. The City normally holds an auction to do this.

There being no additional questions or comments, Mr. Hatley moved it be approved; seconded by Mr. Radi.

Mr. Eversman	Yes
Mr. Saxton	Yes
Mr. Radi	Yes
Mr. Hatley	Yes
Ms. Klemack	Yes

**The Chair asked that any new business to be brought before the attention of Council be done so at this time.**

**There being no new business, Chair recognized members of Administration and Council for closing comments.**

1. The Mayor submitted the Mayor's Monthly Report and Mr. Eversman moved it be accepted; seconded by Mr. Radi.

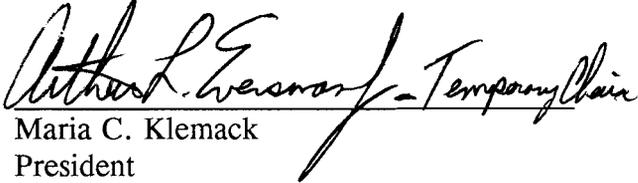
Mr. Saxton	Yes
Mr. Radi	Yes
Mr. Hatley	Yes
Ms. Klemack	Yes
Mr. Eversman	Yes

In closing, the Mayor reported on projects and upcoming events. She congratulated the Police Dept., President Klemack and Mr. Dollins. She then deferred to Mr. Jack McClure who reported on the Sesquicentennial celebration.

2. Mr. Stage reported that he had received a new consent decree on our ADA ramps. The organization filing suit did agree to one of our standard drawings.
3. Council Members congratulated the Police Dept., Mr. Dollins and President Klemack. Mr. Hatley noted that he served on the committee to save the Gantz Farm House. He commented that he is very hesitant to allow for the demolition certain buildings because once they are gone, they are gone and you can't bring them back.
4. After additional comments from Council and other Administrative staff members, a motion was made to adjourn and seconded. Motion carried.

Council adjourned at 9:40 p.m.

  
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Tami K. Kelly, CMC/AAE  
Clerk of Council

  
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Maria C. Klemack  
President