TH Midwest LLC
Turkey Hill Center
6233 Avery Road
Dublin, Ohio
Case #

CONDITIONAL USE STATEMENT FOR FUEL DISPENSING SERVICES AND CAR WASH ELEMENTS

Property Description

The site is a 5.489 acre parcel located at the southwest corner of Shier-Rings Road and Avery Road in Dublin, Ohio. This is the former Dublin Building Systems campus. There currently are three structures on the property which will be razed to allow a clean sheet design for the site. There currently are two curb cuts on Avery Road and one curb cut on Shier Rings Road. The curb cut on Shier Rings Road and the southern curb cut on Avery Road have unrestricted full service access.

Intended Use of Property

The property is currently zoned Community Commercial District, Dublin Code §153.028, which broadly permits retail uses. Additionally, permitted Conditional Uses are Auto-Oriented Commercial Facilities and Outdoor Service Facilities under Dublin Code §153.028(B)(1), which are defined to include car wash, fuel dispensing and drive through uses in Dublin Code §153.002(A)(f). The Conditional Use process is controlled by Dublin Code §153.236.

The site will have three structures: A car wash, a gas dispensing area, and convenience store/restaurant with drive-through. There will be two conditional use applications involved. This Conditional Use application will cover the Fuel Dispensing and Car Wash uses.

Details of the Intended Use of the Fuel Dispensing and Car Wash Uses

Management and oversight of the fuel dispensing uses will be done by personnel in the 7,632 square foot building on site that houses the convenience store and food service uses. The car wash will be managed by an on-site attendant during the hours of operation.

The fuel service uses consist of a canopied area containing 10 fuel pumps with 20 dispensing stations. Fuel services will be available 24/7. The car wash is planned to have hours of 7AM to 9PM seven days per week.

Fuel available will be three grades of gasoline, regular, mid-grade and premium. Diesel fuel will be available on eight selected dispensers. Capability for storage and dispensing of a future fuel type will be incorporated into the infrastructure. Dispensed fuel volume is anticipated to be about 75,000 gallons per week.

Stacking is per Dublin parking code. This Dublin code provision is antiquated when applied to contemporary fueling stations which are self-serve (except for handicapped assistance) and have a large number of fuel transfer stations to avoid long queuing lines. Each row has two in-line fueling stations to serve vehicles, customers can enter from either direction, and, can pass a car being fueled if a fueling space opens up ahead as an aisle is left open between fuel transfer lanes. Thus, application of the stacking standard of five spaces must consider that vehicles may enter from either end of the transfer lane and may fuel in a non-linear fashion. In any case, there is ample stacking space to the north and south of the fuel transfer stations so that the code can be met in either direction.

The car wash is 3,140 square feet in area and just over 100 feet long. Length is the major determinant of vehicle wash quality and 100 feet is the quality standard. The mechanical equipment that will be installed for car washing is of the highest current quality. The car wash has two pay stations and a total of 24 stacking spaces. An attendant will be on duty at any time the car wash is open. Hours will be 7AM to 9PM seven days per week.

Based on the Applicant's experience, above 85% of car wash customers will be customers already on site for fuel or other purchases.

The three current curb cuts will be abandoned and replaced with two new curb cuts that comply with Dublin requirements. One will be an eastbound right-in/right-out curb cut on Shier Rings Road with a turn lane within the current right-of-way. This will be combined with a median to prohibit westbound access. Additionally, directing curb structures, commonly referred to as "pork chop curbs' will further channel traffic in and out in the desired path. The second curb cut will be a full-service curb cut on Avery Road at the southern portion of the site aligned with a curb cut on the east side of Avery Road. This curb cut will allow left turn out northbound on Avery Road as well as left turn in from Avery northbound. Right turn in and right turn out for southbound Avery will also be permitted. A turn lane southbound will be provided and pavement restriping will provide a turn lane for the northbound left turning movements.

Stormwater retention will be accomplished through underground storage structures which discharge to the Cosgray Ditch along the southern boundary of the site. This ditch is protected by a Stream Corridor Protection Zone which requires the southern 62' of the site to remain undeveloped.

Necessity or Desirability of the Use for the Proposed Use for Neighborhood/Community

Fuel dispensing services with integrated car wash services are not present in Dublin south of US Rt 33/SR 161 (the "Freeway") to serve the local populace and businesses. The advent of the OSU hospital use to the west on Shier Rings Road will provide further customers, and will be helpful for employees, patients and visitors. Similar to the Dublin Methodist hospital on the north side of the freeway, the OSU hospital is also likely to attract numerous additional medical office buildings bringing further demand.

Relation to Adjacent Properties, Existing Land Uses in Vicinity, Dublin Community Plan and other Applicable Standards

Dublin planning resources such as the Shier Rings Road Corridor Study, the Avery Road Corridor Plan, The Shier Rings Tech Flex District (and zoning), the West Innovation District 2013 Plan, the Future Land Use Plan and the Thoroughfare Plan are all resources that have been prepared to analyze current and future development in the area south of the freeway.

However, these multiple planning documents do not paint a consistent picture for the future of the area, and in fact emphasize the lack of consistency in existing development which has taken place over time, in different governmental jurisdictions, and, with varying presence of utility infrastructure.

One consistent factor is the fact that Avery Road and Shier Rings Road west of Avery Road will see increased traffic volumes due to both development and roadway connections in the immediate area and to the south and west. This increased traffic forecast has driven roadway improvements that have widened the Avery Road right-of-way and have also brought new setbacks and landscaping improvements that have started to bring a consistent, unified feel, to the roadway as well as the area overall. There are ongoing plans in place to continue these roadway improvements.

The Shier Rings Tech-Flex District and zoning, and, the West Innovation District Plan have also brought plans and zoning for a new vision both east and west of Avery Road along Shier Rings Road on two sides of the subject site. These influences are helpful at this point in time, particularly in light of the major new influence of the OSU hospital on Shier Rings Road. There is also the observation that many of the existing uses in the vicinity are aged and in need of upgrades to both structures and uses to take advantage of the nature of the developing market that will allow and attract more dense, more profitable and more upscale uses.

The general result is that the clean industrial nature of the Tech-Flex District to the east and the West Innovation District to the West, which has modern architectural standards and materials, will serve as bookends for the Avery Road Corridor where the subject site of this application is located. This area will likely redevelop in the near term influenced by the two planning areas to the east and west, but without specific architectural standards. The large residential areas to the south on the east and west side of Avery Road, especially Balantrae, also provide an additional influence to the area. Perhaps the most likely result of all these influences is that the new development will be of a higher quality than is currently present and will probably be more influenced by the West Innovation District than the Tech-Flex District.

As stated above, these newly developing uses to the east and west, both in the immediate as well as nearby areas, will require services this proposed development will supply, and, the architecture, landscaping and roadway access will be on the quality levels expected for the future changes in the area. Zoning is the ultimate implementer of land planning and the comparatively recent Community Commercial zoning on this parcel is already well positioned to fit into the future retail service needs of future higher intensity development in the area. Roadway access also plays a role; such retail zoning typically is located at major intersections as is the case here.

The greatly increased residential component of Dublin's southwest area is also an important factor to consider as the residents in those communities will also be consumers of the services provided by this site and the proposed use. Moreover, retail services are not plentiful in the southwest area at this time. This site's development, as well as this proposed use, will provide

services without the need to cross the freeway where traffic volumes are high and delays are more prevalent. This proposal's 24/7 services will also benefit travelers on the Freeway, both those entering and those leaving the Metro area.

Architecture

The Architecture of the two buildings on the site, as well as the fuel transfer facility, will utilize the same materials and general contemporary design. Masonry façade materials, brick and stone, will follow typical Dublin palates. The design is not traditional, but is oriented towards the modern influences of the West Innovation District. Material colors, for instance the dominant brick color, follow what is likely to be a standard unifying factor in both new development to the west as well as redevelopment of the immediately surrounding area.

The palate of uses on this site obviously place a premium on careful planning and design of a well thought out operational layout, and this challenge is the dominant planning objective for this proposal. Architecture's role is thus to provide a pleasing and comfortable visible environment for those uses to function in. The proposed architecture presents a high quality, well landscaped view that will be compatible with redevelopment of the area. In fact, this proposal is the first example of this area redevelopment.

In addition to the extensive landscaping, including a large amount of vehicular use area screening, a "Dublin" stone wall at the northeast quadrant of the site will serve as a visual linkage to similar stone walls throughout Dublin and on nearby sites, both private and public.

Summary

To a large degree, this proposal responds to imperatives that are naturally occurring. The retail zoning in place for the site is basically what would be expected: There clearly is a demand for the retail services being proposed, and, this clearly is the natural location that would be expected—at a major intersection on two major roadways and near to a freeway interchange.

Similarly, the access and onsite organization for the movement of the vehicular customers is a straightforward engineering project. In basic terms, the site design is one of efficient operation. The Applicant has significant experience in such projects and brings that experience to the table in this plan.

Of course, Dublin imposes constraints and requirements within which the Applicant's plan must function. Those additional challenges are, we believe, successfully implemented in this proposal.

TH Midwest, LLC
October 7, 2020