



City of Dayton

City Plan Board

Minute Record Overview

February 8, 2022

4:30 P.M.

Planning Resource Conference Room, City Hall
101 W. Third Street, Dayton, Ohio

Members Present: Mr. William Allen, Dr. Julius Beckham, Ms. Rosalyn Miller, Ms. Geraldine Pegues,
Mr. Matt Sauer, Ms. Ann Schenking

Members Absent: Mr. Greg Scott

Mr. Sauer called the meeting to order at 4:30 P.M. A motion was made by Ms. Miller, seconded by Dr. Julius and carried with one abstention (Ms. Schenking) and one absence (Mr. Allen) to approve the minutes of the January 11, 2022 meeting.

1. PLN2022-00011 – Subdivison Record Plan to consolidate three (3) City lots into one (1) City lot at 322 S Patterson Blvd

Applicant: Packaging Equipment of Georgia LLC
c/o Salma Ahmed
365 Lum Crowe Road
Roswell, GA 30075

Priority Land Use Board: Greater Downtown Planning District: Oregon

Decision: Approved with Conditions

2. PLN2022-00018 – Subdivison Record Plan to consolidate two (2) City lots into one (1) City lot at 1805 Union Airpark Blvd

Applicant: NP Dayton Building VI, LLC
c/o Marc Werner
4825 NW 41st Street, Suite 500
Riverside, MO 64150

Priority Land Use Board: Airport Planning District: Airport

Decision: Approved with Conditions

3. PLN2022-00012 – Development Plan Review for a new Quick Trip fueling station located at 1420 Cincinnati Street

Applicant: McBride Dale Clarion
c/o Macy Downey
5721 Dragon Way, Suite 300
Cincinnati, OH

Priority Land Use Board: West Planning District: Edgemont

Decision: Approved with Conditions

The Plan Board meeting was adjourned at 5:55 P.M.

Minutes approved by the City Plan Board on April 12, 2022.

Susan Vincent, Secretary
City Plan Board



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City Plan Board

Summary Minute Record February 8, 2022

1. PLN2022-00011 – Record Plan – 322 S Patterson Blvd

Applicant: Packaging Equipment of Georgia LLC, c/o Salma Ahmed
Priority Land Use Board: Downtown Planning District/Historic District: Oregon
Decision: Approved with Conditions

Staff Comments

Abigail Free presented the staff report and recommended conditions. The record plan will consolidate three (3) City lots into one (1) City lot. The lot meets the requirements of the UBD/ HD-2 Urban Business District with an Historic Overlay. The property had previously been to Landmarks Commission for a Major COA to modify door and window openings. The consolidation will combine the lot the building is on with the lot that the parking lot is on.

Applicant Comments

None

Public Comments

No Comments

Board Discussion

Ms. Pegues asked if the owner is planning for housing, and Ms. Free replied that yes, the owner is planning for multi-family housing. Ms. Schenking asked if that housing is planned for the existing building, and Ms. Free confirmed. Mr. Sauer added the building is currently offices.

Board Action

A motion was made by Ms. Miller and seconded by Ms. Pegues, and carried to approve Case PLN2022-00011 with the following conditions:

1. Revise the Record Plan and any Construction Drawings per the City of Dayton Subdivision Regulations and comments from the Division of Civil Engineering.
2. Ensure that the dimensions close to within a 1:10,000 ratio.
3. Add any easements required by DP&L, City of Dayton Water, etc.
4. Add the section line between section 3 & 4. The new lots appear to be in section 3.

Mr. William Allen	Yes	Mr. Matt Sauer	Yes
Dr. Julius Beckham	Yes	Ms. Ann Schenking	Yes
Ms. Rosalyn Miller	Yes	Mr. Greg Scott	Absent
Ms. Geraldine Pegues	Yes		

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2. PLN2022-00018 – Record Plan – 1805 Union Airpark Blvd

Applicant: NP Dayton Building VI, LLC, c/o Marc Werner
Priority Land Use Board: Airport Planning District: Airport
Decision: Approved with Conditions

Staff Comments

Abigail Free presented the staff report for Dogleg Subdivision A and recommended conditions. The record plan will consolidate two (2) City lots into one (1) City lot. The lot meets the requirements of the AP Airport zoning district. The land use is commercial/industrial.

Applicant Comments

None

Public Comments

No comments

Board Discussion

No discussion

Board Action

A motion was made by Ms. Schenking and seconded by Ms. Pegues, and carried to approve Case PLN2022-00018 with the following conditions:

1. Revise the Record Plan and any Construction Drawings per the City of Dayton Subdivision Regulations and comments from the Division of Civil Engineering.
2. Ensure that the dimensions close to within a 1:10,000 ratio.
3. Add any easements required by DP&L, City of Dayton Water, etc.
4. Add the subdivision provision and reservations notes from the existing Dog Leg Subdivision Record Plan.

Mr. William Allen	Yes	Mr. Matt Sauer	Yes
Dr. Julius Beckham	Yes	Ms. Ann Schenking	Yes
Ms. Rosalyn Miller	Yes	Mr. Greg Scott	Absent
Ms. Geraldine Pegues	Yes		

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3. PLN2022-00012 – Plans for Approval – 1420 Cincinnati Street (Quick Trip)

Applicant: McBride Dale Clarion c/o Macy Downey

Priority Land Use Board: West

Planning District/Historic District: Edgemont

Decision: Approved with Modifications

Staff Comments

Abigail Free presented the Development Plan for a new Quick Trip at 1420 block of Cincinnati Street. The subject property lies within PD-151 and requires the approval of a development plan prior to construction. The site is currently 6.2-acres of vacant land zoned SGC with a Planned Development Overlay. The site is currently a vacant parking lot that was used for the former factory (demolished) across Cincinnati Street, currently Love's Travel Stop.

The site has frontage along Edwin C Moses Blvd and Cincinnati Street. The site proposes 3 new curb cuts along Cincinnati Street and one new curb cut on Edwin C Moses Blvd, right-in and right-out only. Each frontage will have street trees spaced 30-ft on center with 5-ft sidewalks.

The proposed use is a Quick Trip Travel Center and vehicle fueling stations are permitted within PD-151. The convenience store will be 8,292-sf with the three entrances and the primary entrance facing Edwin C Moses Blvd. Eight double-sided fuel dispensers are split under two canopies for passenger vehicles accessed from Edwin C Moses Blvd and six fuel dispensers with scale under one canopy for semi-trucks accessed off Cincinnati Street. The site has a total of 96 parking spaces; 76 for passenger vehicles and 23 for various sized trucks. No overnight parking of semi-trucks is proposed or additional amenities for truckers.

One 60-sf building sign is proposed on the front with smaller 16-sf signs above window awnings on the front and sides. A 38-sf monument sign with 30% electronic changeable copy is proposed at the new curb cut on Edwin C Moses Blvd and a 40-ft tall, 391-sf freestanding sign oriented to I-75 lies within the site. Ms. Free showed photos of the site and surrounding properties and noted where the new curb cuts will be located. Existing trees will be removed.

Ms. Free discussed the requirements of PD-151. The proposed design meets the requirements for building height, lot size, setbacks, lot coverage, landscaping, outdoor storage, fencing, parking spaces, Signs. However, the proposed site's landscaping for parking would require additional trees and shrubs and the right-of-way along Cincinnati Street requires a minimum 3-ft tree lawn and 8-ft sidewalk without tree lawn currently exists. There are specific regulations for a vehicle fueling station. The proposed design meets the specific requirements, except that there are three curb cuts proposed along Cincinnati Street, while the requirements only allow for one curb cut per street frontage. In this particular case, the frontage along Cincinnati Street is about 750-ft and has more than enough space for the proposed access points.

Ms. Free showed the proposed site plan, renderings and elevations of the building, fueling dispensers and signage. Ms. Free noted that the rear elevation faces Cincinnati Street and that how it is currently rendered may not be appropriate for a façade with street frontage. She has suggested this be a discussion point for the Plan Board. She added that changes to the rear façade could include signage, color, a parapet or cornice, awnings, spandrel or faux windows or additional landscaping. Upon discussion with the Applicant, they have offered to add some landscaping in the lawn to help screen the rear of the building.

Upon Analysis of the Development Plan, Ms. Free stated that the proposed development meets all the Site Design Plan Review Criteria set forth in the zoning code. The Edgemont and Carillon neighborhoods are in support of the development and Quick Trip has met with them prior to making application to discuss the project. Ms. Free also spoke with the adjacent property owner and he was in support of the project. Also, Quick Trip has met with other City departments as well as the West Land Use Board. However, Ms. Free discussed some concerns she had with the site plan, namely the rear of the building facing Cincinnati Street, the required tree lawn along Cincinnati Street, and suggested additional trees along the northern property line. Ms. Free recommended approval of the Development Plan with modifications.

Modifications include:

1. Permit three access drives along Cincinnati Street.
2. Provide 5 bicycle parking spaces near the building's entrance.
3. Allow for three building wall signs on the South building elevation.
4. Permit a 40-ft high, 391-sf freestanding sign, oriented to the interstate.
5. Tree lawn and sidewalks along Cincinnati Street shall be consistent in setback/widths of abutting properties.
6. Provide a pedestrian connection from Cincinnati Street to the building, using sidewalks, curb ramps and pavement striping.
7. Provide trees along the north property line as a landscape buffer.
8. Revise rear elevation to reflect changes recommended by the Plan Board.

Board Questions to City Staff

Mr. Sauer asked to review the pedestrian connection that was added. Ms. Free indicated where this new pedestrian walk is located and how pedestrians will get from the sidewalk to the building. Mr. Sauer then asked about the tree lawn along Cincinnati Street and where the landscaping will be located. Ms. Free clarified that originally, the existing wide sidewalk was to remain, but the Applicant has revised the site plan to include a 3-ft tree lawn and 5-ft sidewalk with street trees at the back of the sidewalk. Ms. Pegues asked why they are now proposing 3-ft instead of the required 5-ft tree lawn. Ms. Free speculated that it was due to the existing 8-ft wide sidewalk and removing 3-ft would still allow for a 5-ft sidewalk. Ms. Schenking believes a 3-ft tree lawn is not wide enough for a tree to grow.

Ms. Schenking agrees with staff about the rear façade facing Cincinnati Street needing improvement. She referenced the Fresenius dialysis building and how the sides facing Edwin C Moses Blvd and Albany Street are not appropriate detailing when facing the street especially the exit doors.

Mr. Kinskey asked for a brief overview of the history of the Planned Development as it was not provided in the staff report. Ms. Free added that the PD standards and map were provided in the case packet. Mr. Kroeger described the history of PD-151. The land (Parcels A, B & C) was acquired by IRG after the factory was demolished. During the time PD-151 was established there were a lot of conversations around how the land would be developed, ultimately gas stations became a permitted use under the PD. However, the PD required a development plan review of all new projects within the PD. The Love's Travel Stop, proposed as a gas station, and Burger King were each had a development plan reviewed and approved by the Plan Board. Mr. Kroeger clarified that due to the PD permitting gas stations, the use is permitted, but staff can make recommendations for modifications to the site plan and building elevations based on the requirements of the PD and the zoning code.

Mr. Daugherty stated that the PD had three principal parcels for redevelopment. Ms. Free added that the PD Standards were oriented toward multi-tenant developments, but those types of developments have not come to fruition and the standards do not apply to single developments.

Mr. Beckham asked about the proposed hours of operation. Ms. Free clarified that 24 hours per day are proposed. Ms. Miller asked about the pedestrian access as pedestrians would come down Cincinnati Street

at the rear of the building – how would they get to the front. Ms. Free showed that there is a sidewalk along Cincinnati Street to a striped walk through the parking lot to the building's raised stoop and wraps around to the front. Also, there is sidewalk access along Edwin C Moses into the fuel dispensing area. Mr. Beckham asked about lighting the site due to being open 24 hours. Ms. Free stated that lighting was discussed and would comply with zoning code requirements. Mr. Daugherty stated that at the time of submittal for permits a photometric study would also be submitted for the site's exterior lighting. He stated that only 0.5 footcandles of light can trespass off of the site so as to not negatively impact the interstate or surrounding property.

Ms. Pegues asked about the conversation with the applicant about changes to the rear and what was offered to change. Ms. Free clarified that examples she provided of changes to the rear façade included signage, color, awnings, parapets, cornices, and faux windows and were part of an email sent to the Applicant and Quick Trip. They responded with changes to the landscaping to better screen the rear.

Mr. Sauer asked about water detention on the site. A submitted civil drawing included underground catch basins that connect to the city storm sewer within the public right-of-way.

Applicant Comments

Johnathan Woche, Applicant, McBride Dale Clarion, 5721 Dragon Way Suite 300, Cincinnati, OH 45227 presented a separate presentation of the proposed Development Plan. Quick Trip has had a total of four meetings involving the City departments and neighborhood leaders. He explained that Quick Trip is not a truck stop nor is it as intense of a use as the Love's Truck Stop across the street. He discussed the irregular shape of the site with a main traffic pattern off Edwin C Moses Blvd. A driveway permit for the new curb cut along Edwin C Moses Blvd has already been issued. This curb cut will be the passenger vehicle entrance to the site and is limited to a right-in, right-out egress. The 750-ft street frontage allows for a specific circulation pattern along Cincinnati Street. Passenger vehicles can exit at the southernmost curb cut and utilize the traffic signal to turn left onto Edwin C Moses Blvd and toward I-75. Semi-trucks will enter the site via Cincinnati Street at the northernmost curb cut to access the fueling dispensers then exit at the middle curb cut.

Quick Trip is new to the Ohio market and will likely be the first one built. It is a corporate store and will have an increased attention to maintenance. The building was oriented based on the site's vehicular circulation. He insists that anywhere you orient the building there is a likelihood that the rear will face a street due to the irregular shape of the site. He believes that the primary entrance facing Edwin C Moses Blvd is the most appropriate. However, truck customers will exit the fueling dispenser and park at the stop bar, then walk into the building to purchase items. Quick Trip does not want to confuse these customers as the where the entrance to the building is due to the rear of the building being close to the stop bar. Quick Trip believes that addition of shrubs to the landscaping is a good compromise to screening the rear façade of the building from Cincinnati Street. Mr. Woche indicated that bicycling parking is included but was not present on the rendering or submitted plan.

As for the sidewalk along Cincinnati Street, Quick Trip intended to keep the existing sidewalk. However, after receiving staff comments has verified that the existing sidewalk area is closer to 10-ft wide and that a 5-ft tree lawn can be incorporated into the site design, but the trees will still be located within the property.

As for the storm water question, the site will have less impervious area than its current state, and Quick Trip will provide all required storm water calculations to the Water Department and will satisfy the City's requirements.

The pedestrian connection from Cincinnati Street will likely be a paved pattern instead of striping. They believe that the added landscaping will screen the rear of the building efficiently. Ms. Schenking asked

what type of landscaping is proposed? Mr. Wochoer stated that evergreen trees could be added as screening, but they are not trying to create an impenetrable buffer. Also, they are not averse to adding some trees along the northern lot line.

Overall, Quick Trip has agreed to the recommended conditions, however, they would like to revise number 8 to only require additional landscaping as screening for the rear. They want to avoid customers coming to the rear and confusing that side to be an entry point, so awnings, signage, etc is not advised.

In addition, after discussions with the Edgemont neighborhood and hearing about the demolition of the neighborhood sign, Quick Trip has agreed to fund and install a new neighborhood sign to be placed on their site. Mr. Kinskey suggests that a condition about the neighborhood sign be added. Ms. Free noted that the sign is tall and skinny, totem-like sign, but she is not certain on the dimensions. She added that the location of the sign has not been finalized. Mr. Wochoer suggested that a condition include a commitment to work with CityWide on the size and location of the sign.

Mr. Sauer asked if this store is the typical layout, pump number, circulation and area for a Quick Trip? Truitt Priddy, Quick Trip, is present to answer questions. He stated that the travel center proposed is geared toward short distance trucker and is their standard prototype. As for the neighborhood sign, CityWide showed the largest sign as being 15-ft tall by 5-ft wide, so those stipulations could be included and he has given permission to locate it on their private property. Mr. Priddy also explained the concern over the intersection of Edwin C Moses Blvd and Cincinnati Street being destroyed by semi-trucks. The turning radius within the right-of-way has rutted the area in front of Burger King. Quick Trip will widen the radius at the intersection and add pavers to beautify the area where the trucks are turning.

Ms. Pegues asked about an open strip coming off Edwin C Moses and wanted to know if it's a sidewalk. Mr. Priddy clarified that it is an ADA access point and must travel across the pump area so that the pumps are ADA compliant. The area is sloped to allow for ADA access from the right-of-way to the pumps to the store.

Next, Ms. Pegues asked about the building's orientation and the entrances and asked if it was a typical design. Could the frontage be turned to face Cincinnati Street or have the entry on each side? Mr. Priddy stated that they see the main focal point being along Edwin C Moses Blvd as you exit from I-75. With that being the front the back falls to Cincinnati Street which is uncommon. Typically, an intersection is a 90-degree hard edge with the side entrances being along the secondary frontage. The unique intersection of the two streets is more of a diagonal so two sides face Cincinnati Street. A rear entry is used when the truck fueling dispensers are at the rear of the site. A rear entrance will cost more. In this case, the truck fueling is off to the side, so they would like the truckers to use the side entrance. Mr. Priddy states that they do have a faux window option which could be added to the rear façade and they could add a window decal pointing around to the other entrances.

Public Comments

No comments

Board Discussion

Ms. Schenking agrees that faux windows and landscaping would be a good compromise. Ms. Miller agrees that avoiding making the rear look like an entrance is important. Ms. Pegues believes that Quick Trip is being very flexible in revising the design to follow City Staff's recommendations. She is in favor of adding another condition for the neighborhood sign. Mr. Beckham wants to talk about what types of trees to use as screening.

Ms. Schenking recommended to revise Condition 8 – Revise the rear elevation to include faux windows, evergreen screening in the dumpster landscape area. Mr. Daugherty recommends not using thick evergreen, but instead maybe shrubbery. She also recommends A new Condition 9 for the neighborhood sign. Mr. Kinsky recommends including that the neighborhood monument sign be approved to be included on the Development Plan and on private property with maximum size dimensions. Ms. Schenking asked about the intention of the trees along the north property line – Does the property owner want visual softening or opaque screening. Ms. Free clarified that she discussed a visual softening like the trees shown abutting the Burger King. Ms. Schenking adds the tree locations shall be approved by staff.

Board Action

A motion was made by Ms. Schenking and seconded by Ms. Pegues, and carried to approve Case PLN2022-00011, Development Plan for Quick Trip with the following conditions:

1. Permit three access drives along Cincinnati Street.
2. Provide 5 bicycle parking spaces near the building’s entrance.
3. Allow for three building wall signs on the South building elevation.
4. Permit a 40-ft high, 391-sf freestanding sign, oriented to the interstate.
5. Tree lawn and sidewalks along Cincinnati Street shall be consistent in setback/widths of abutting properties.
6. Provide a pedestrian connection from Cincinnati Street to the building, using sidewalks, curb ramps and pavement striping.
7. Provide trees along the north property line as a landscape buffer with locations to be approved by staff.
8. Revise rear elevations to add faux windows and add evergreen landscaping within the lawn adjacent to the dumpsters to be approved by staff.
9. Provide a neighborhood monument sign within the site to have maximum dimensions 15-ft tall by 5-ft wide with final design and location to be approved by staff.

Mr. William Allen	Yes	Mr. Matt Sauer	Yes
Dr. Julius Beckham	Yes	Ms. Ann Schenking	Yes
Ms. Rosalyn Miller	Yes	Mr. Greg Scott	Absent
Ms. Geraldine Pegues	Yes		

Minutes approved by the City Plan Board on April 12, 2022.
Susan Vincent, Secretary City Plan Board