

**SUGARCREEK TOWNSHIP  
BOARD OF ZONING COMMISSION  
TUESDAY, AUGUST 6, 2024**

This regular meeting of the Sugarcreek Township Board of Zoning Commission was held on Tuesday, August 6, 2024, at 7:00 p.m.

Denise Moore called the session to order. Everyone in attendance stood for the Pledge of Allegiance.

Upon call of the roll, the vote resulted in the following:

Mr. Baldino - Present  
Mrs. Hellmann - Present  
Ms. Moore - Present  
Mr. Schleich - Present  
Mr. - Betz Present  
Mrs. Mueller - Absent

Mrs. Tilford, being duly sworn, provided the Staff Report for BZC Case 02-2024. Applicant, Skilken Gold Real Estate Development is requesting a map amendment to the Sugarcreek Township Zoning Resolution to rezone 10.937 acres from A-1 (Agricultural)/B-2 (General Business)/WPAC (Wilmington Pike Area Corridor Overlay) District to B-2 PUD (General Business Planned Unit Development)/WPAC (Wilmington Pike Area Corridor Overlay) District. The subject parcel is 5980 Wilmington Pike, can be further identified by parcel number L32000100020005100 and L32000100030013000 is owned by Christ Evangelical United Brethren Church (9.5520 acres) and Hope United Methodist Church (1.3850 acres). The applicant is also requesting preliminary development plan approval under Article 5 of the Sugarcreek Township Zoning Resolution for a proposed Sheetz restaurant/convenience store/fueling station.

Mr. Betz asked for an overview of the roadway network and its connections, inquiring whether the roads between the out lot and rear lot were public or private, and about the extension of Miami Valley Drive, including who will cover the cost of the extension.

Mrs. Tilford provided a graphic and explained that the roads south of the Sheetz location and within Cornerstone South extend out to Clyo Road and are primarily private access roads, not public roads. The extension of Miami Valley Drive is planned as part of the development, with the responsibility for construction lying with the developer and Oberer, not the township. The roadway may happen in phases, like previous projects, where the road was initially built just to the main entrance to start construction.

Emily Wheeler from Skilken Gold Real Estate Development introduced herself and noted that Oberer is responsible for the design and construction of the Miami Vally Road extension, which will run from Wilmington Pike to Clyo Road, including the roundabout, as part of Phase 1.

Ms. Moore inquired about the handling of semi-trucks at this location.

Drew Richland, Chief Entitlement Manager of the Central Ohio Sheetz Market introduced himself and clarified that while Sheetz does operate some semi-truck fueling stations, which are referred to as truck diesel sites, this location is not one of them. There will be nowhere for a semi-truck to park and the pumps at this location are designed for normal flow fueling, suitable for SUVs and cars.

Ms. Moore inquired about the number of pumps at this location.

Mr. Richland noted that there will be 8 NPDs (Nozzle Dispensing Pumps). Each NPD has a fueling position on either side. So, that would be sixteen pumps.

Mrs. Hellman inquired if there would be any charging stations for electric vehicles.

Mr. Richland noted that they are not currently proposing EV charging stations at this location. However, the site can be retrofitted to accommodate EV charging stations in the future.

Mr. Baldino inquired about the positioning of the drive-thru in relation to the main entrance on Private Access Drive A. He expressed concern with the sharp right-hand turn required to enter the drive-thru causing traffic issues and inquired about the possibility of changing or improving the design.

Mr. Richland noted a potential solution could be to widen the entrance of the drive-thru from 14 feet to 16-18 feet, tapering it back down to 14 feet to make the turn easier. He suggested that this adjustment could also help with the flow of traffic, especially with cars entering Sheetz.

Mrs. Hellman suggested moving the entrance up the proposed access road as an option.

Ms. Moore inquired about the traffic flow.

Mr. Richland explained that as you enter, you will make a left heading north if you want to access a fuel pump, from there the vehicle will most likely pull forward and loop around to exit. There is also a secondary means to enter the site if you continue north. He explained that Sheetz likes to have more than one way in or out in case one entrance is blocked. This way vehicles can still access the property by going north and looping around.

Ms. Moore asked for more information concerning the traffic flow around the gas pumps, specifically asking whether all vehicles will be facing the same direction or if some vehicles will be facing north while others will be facing south.

Mr. Richland explained that ideally vehicles will be aligned in the same direction, but this is not always the case due to the varying positions of fuel compartments on different vehicles. Additionally, some customers might park at the restaurant first then realize they need gas, leading them to turn around and approach a pump from a different direction.

Mrs. Hellman inquired if the Miami Valley extension will be two lanes in each direction.

Mrs. Tilford answered yes, it is.

Ms. Moore asked if anyone wished to speak in favor of the application.

None.

Ms. Moore asked if anyone wished to speak in opposition to the application.

None.

Ms. Moore asked if anyone wished to speak neutrally on the application.

None.

Ms. Moore asked if anyone had any questions about the application.

Mr. Betz noted that he was in favor of the signage used at the Springboro Sheetz location but was not a fan of the brick tiers on either side. He also does not care for the Sheetz logo on the canopies, feeling it would look cleaner with those removed. The size of the flagpole on the Wilmington Pike frontage is also a concern along with the layout of the drive thru. Mr. Betz inquired about the screening of the utilities, stressing that it is required to have these elements hidden.

Mr. Richland noted that the gas company requires that the gas meters remain visible. As for the utilities on the building itself, they blend with the other architectural elements like the downspouts on that side of the building.

Mr. Schleich inquired about the ownership of a small parcel of land on the site plane.

Mr. Richland noted that at present it is not part of their land. Once the project is built out there will be revised parcel lines, so the little piece of land will be addressed. It will not be left as an unresolved issue.

Mr. Baldino inquired if the detention pond could be relocated to the other side of the proposed development.

Mr. Richland noted that the detention pond is specifically for the Sheetz development and will not accommodate any land north of it. It will only cover the area from the access road westward. As for relocating the pond to the east, there is not enough space, considering the topography, floodplain issues, and other constraints.

Hearing no other comments, Ms. Moore made a motion to close the public portion of this application, Mr. Schliech seconded.

Upon call of the roll, the vote resulted in the following:

Mr. Baldino - Yes

Mr. Betz - Yes

Mr. Schleich - Yes

Ms. Moore - Yes

Mrs. Hellmann - Yes

Ms. Moore expressed concerns about traffic flow, especially since this is a high traffic area. She also pointed out that Mr. Betz and Mr. Baldino had concerns about the drive-thru and highlighted other concerns such as the logo on the canopies over the gas pumps, landscaping around the drive-thru, flagpole height, and the screening of the utilities.

Mr. Betz pointed out that he believes there is a simple solution with the issues of the drive-thru, and he wouldn't delay approval tonight based on that alone. As for the screening of the utilities, that can be addressed in the final development plan.

Mrs. Tilford pointed out that the logo on the canopies needs to comply with our signage regulations, which do not allow signage on accessory structures. As far as flagpoles they are exempt from sign standards.

Mr. Baldino pointed out the air compressors seem larger than normal and thinks landscaping around them should be recommended or having them relocated elsewhere.

Mrs. Hellman pointed out that traffic is a concern and wonders if two entrances and exits are necessary, particularly the ones located by the I-675 on ramp. In addition, considering Centerville's upcoming quick-service restaurant project, she feels it would be better to focus on landscaping to create more effective screening between the businesses. Regarding signage, Mrs. Hellman is not in favor of having signs on the canopies but would not be opposed to allowing one sign on the canopy facing I-675 near the exit.

Mr. Baldino inquired if the 24x7 sign shown will be in the final development plan and if there will be landscaping around the dumpster.

Mrs. Tilford noted that all signage will be shown at the final development and planning stage. Also, the dumpster is screened with a brick wall adding that the foundation is block and above grade you have the brick.

Mrs. Tilford listed the conditions:

- 1) Miami Valley Drive will be extended to the proposed access road A prior to opening.
- 2) There will be modifications or an evaluation of the primary access drive to make the turn into the drive-thru lane easier to navigate.
- 3) Sheetz will evaluate landscaping, not hardscaping, adjacent to the pickup window.
- 4) Landscaping will also be done around the transformer and the air compressors shown on the plan.

Mr. Baldino made a motion to approve Case BZC 02-2024 subject to the conditions as recommended by staff and as modified. Mr. Betz seconded.

Mrs. Tilford inquired about the timeline for the final development plan.

Mrs. Wheeler answered that it will be contingent on the TIS and where that process leads.

Mrs. Tilford confirmed that the TIS approval will be needed before moving forward with the final plan.

Mr. Baldino inquired about the I-675/Wilmington Pike study and if there will be any issues with the right of way.

Mrs. Tilford answered that there shouldn't be any issues with the right of way.

Mr. Betz noted that it would be beneficial for the planning commission to be informed about the I-675 study and once the AER report is completed a presentation should be arranged so the board understands the impact on the Wilmington Pike corridor and the surrounding area.

Mr. Betz made a motion to open the BZC Case 03-2024. Mr. Baldino seconded. All were in favor.

Mrs. Tilford added that while the traffic impact study volumes have been approved, the full traffic study itself has not yet been approved. Due to the significant number of comments received regarding traffic, the engineer's office is recommending that the case be tabled. The applicant also prefers not to present to the Zoning Commission or seek approval until the traffic study is completed, so they are requesting that the case be tabled.

Mr. Schleich made a motion to table BZC Case 03-2024. Mrs. Hellman seconded. All were in favor.

Approval of Minutes-June 4, 2024

After correcting typos, Mr. Baldino made a motion to accept the minutes. Mrs. Hellman seconded.

Mr. Baldino - Yes  
Mrs. Hellman - Yes  
Ms. Moore - Yes  
Mr. Schleich - Yes  
Mr. Betz - Yes

New Business

Mrs. Tilford reminded the Zoning Commission to watch the three-minute fraud video and to send her the certificate once completed.

Mr. Betz is concerned with the proposal from Bellbrook restricting truck routes on Waynesville Road, which would impact companies like Ernst and Tom's Mulch, preventing them from using this route unless they have a stop in the city. This change could drive businesses away, as trucks over 20 tons will be fined for passing through, even if unaware of the new rules.

#### Old Business – Long Range Land Use Plan Update

Mrs. Tilford is aiming to have the Long-Range Land Use Plan on the September agenda. Once a working draft is available, we will share it with the Zoning Commission, hold a public hearing, and get it adopted. Mrs. Tilford noted that there are not many significant changes proposed.

Mr. Baldino made a motion to adjourn. Mr. Betz seconded. All were in favor.