

CITY OF GREEN
Planning Department Review
DESIGN REVIEW BOARD

October 1, 2025

Item 25-36

Service Pro Oil Change

(R. Guld, CAM, Inc.)

Location: Corporate Woods Circle

Site Plan Review

Zoning: B-1

PLANNING DEPARTMENT

This project was reviewed by the Board in March 2020 and was then tabled by the Planning & Zoning Commission. It was put on hold at the time and the applicant is now seeking to move forward again with the development, which has remained substantially unchanged and is described as follows:

Applicant is presenting an overall 31' x 46.3' (1,446 SF) building for Service Pro Oil Change. It would be situated at the northeast corner of Corporate Woods Circle and Corporate Woods Parkway.

The vacant, 0.42-acre parcel was substandard prior to additional impact from additional right-of way that was needed for the roundabout at this intersection. It is a non-conforming lot in the B-1 District, therefore, which has a one-acre minimum area requirement. The site is a mix of open grass and wooded areas with a short drainage way in the center. It abuts the narrow, undeveloped portion of the "GetGo" site that sits to the north, which is wooded and contains wetlands.

Lot width and frontage would meet requirements. Building coverage of the lot at 8% and impervious surface ratio of 44% would comply (33%/75% maximums). Due to its 66' depth along Corporate Woods Circle, its principal frontage, the project would require front and rear-yard building setback variances in order for any development to occur. In this case, the front building setback is shown at 9.9', with a 1' setback to a small jog in the right-of-way around a tower that supports a camera for the roundabout (50' minimum). The rear setback is shown at 9.8' (25' minimum). The applicant has approached the adjacent property owner seeking to purchase additional land, but no offer was received. The side-yard setback to the east property line would comply.

On-site parking would consist of six (6) total spaces; four (4) spaces at the eastern edge of the site and two (2) parallel spaces along the north property line. One of the parallel spaces would be handicap accessible. The number of required spaces would be five (5). The two parallel spaces comply at 10' x 24' and the remaining 10' x 18' spaces are permitted given the sufficient green space on site, per code. Parking setbacks would comply (5' minimum).

Access would be via two driveways on Corporate Woods Circle. The eastern drive would be a full ingress/egress to allow for customer/employee access to the site. The egress is designed more for employees parked on site to exit and would be right-turn only. The western drive would be limited to right-turn only egress. (Note that construction of the Massillon Road/Corporate Woods Circle roundabout has eliminated left turns along this section of roadway via a curbed median.)

Given the nature of this type of service business, this project would be reviewed as a drive-through facility, which is conditionally permitted in the B-1 District. A public hearing and issuance of a Conditional Use Certificate by the PZC are required. The motor vehicle service use is permitted in the B-1 District. Each of the two service bays would serve one vehicle at a time. Per Section 157.134(5)(B), this specific use is not listed and the required number of stacking spaces is six (6) per lane. A total of four (4) stacking spaces for each bay would be provided and a variance would be required.

Color renderings of the building are provided. Overall building height would be 21'-10", which complies (48' maximum). The building would feature four sides of reddish brick with two rows of soldier course brick as an accent band around the top. The 5/12 pitched roof would be a Colonial Red architectural standing seam metal variety and gables would appear on all four sides. Gables above the two 10'x12' overhead doors (aluminum framed glass) would be

white architectural metal siding panels.

A dumpster enclosure would be situated just east of the building near the north property line. The enclosure would feature 7' high walls of matching reddish brick with aluminum cap flashing. Gates would be a composite fencing material in a color to match the brick. Due to its location adjacent to the parallel parking spaces, it is anticipated that trash removal would occur during off hours of the operation. An air conditioning condenser unit would be ground-mounted and situated on the north side of the building.

A freestanding identification sign is proposed. The sign, as shown, consists of a 3' x 6' (18 SF) identification portion above a 3'-8" x 6' (22 SF) electronic message center. The 63" x 38" (16.6 SF) active area of the reader board would comply at less than 20 SF and less than 50% of the overall sign area. The overall area of 40 SF also complies (40 SF maximum). The double-sided sign would rest on a 3' high brick base to match the building for an overall height of 9'-8", which complies (16' maximum). Illumination would be internal. The sign would be situated on the west side of the ingress drive and setback 2.5' from the right-of-way, which would require a variance (10' minimum). Landscaping in the form of low growth juniper and boxwood shrubs along with dwarf fountain grasses would be provided. The site address number would be mounted to the brick base, per code. Directional and wall signs are also shown on the plans/elevations. The Zoning Division is responsible to review/approve these signs prior to permitting.

Site lighting would consist of wall-pack fixtures and a single pole light located on the south side of the site, west of the ingress drive. The black pole/LED light fixture would have a mounting height of 20', which complies for full cut-off fixtures (20' maximum). The LED wall packs would be mounted above each of mandooors/overhead doors (7 total). Fixture spec sheets are provided for pole lights. Wall pack details are forthcoming. A photometric plan is provided indicating light containment within the site and will be updated to include wall packs.

A site landscape plan is provided. The plan includes a mulch bed along the Corporate Woods Circle right-of-way with a mix of holly and juniper shrubs. A red maple tree would be planted in the lawn area west of the building and washed river rock would be placed along the northern edge of the building.

Civil drawings for site grading, utilities, drainage, and abbreviated SWPPP have not been finalized for the site. The abbreviated SWPPP can be reviewed in-house due to the area of the disturbance at less than one acre. The civil plans will be required for Engineering review/approval prior to final approval of the project.

An alternative site plan has also been submitted upon request. This plan shifts the building to the north and adds a bypass lane on the south side of the building, which allows customers to exit the site, if needed, without passing through the facility. The plan is attached for reference.

DESIGN REVIEW BOARD

The previous recommendations for this project are as follows:

1. Utilize a building material color scheme that is more compatible/sympathetic with the adjacent vicinity. his would include toning down the brick color and considering a terra cotta color roof. **This has been addressed. The previous elevations utilized a black brick/red roof color scheme.** Dumpster enclosure/gate colors should match the building as well. **This has been addressed.**
2. Confirm the locations and screening of HVAC equipment and utility meters. **Condenser unit and electric meter are both shown at the rear of the building. The final utility plan should confirm this location as well as the gas meter (now shown on east elevation).**
3. Add some plantings with height along the frontage of the site (especially an evergreen variety) to improve vehicle buffering. **This has been addressed.**
4. Provide the site address number on the freestanding identification sign and verify the actual LED display/active area of the electronic reader board. **This has been addressed.**

ENGINEERING

No comments requested at this time. Civil drawings will be provided for review.

FIRE

Reviewed with no comments.

ZONING

Variances are required from the Board of Zoning Appeals for front and rear building setbacks, number of proposed stacking spaces, and sign setback.

STAFF RECOMMENDATION

The proposed use is not a high traffic generator that makes use of a difficult site, as reflected in the variances that are required. Given this, Staff would recommend the following:

- 1. The alternative plan to add the bypass lane is recommended for improved functionality. Since this drive aisle would pass within the right-of-way jog along this frontage, however, an easement agreement would be needed to allow this and the landscape plan would need to be modified. This plan also increases the front setback of the building.*
- 2. Provide wall pack light fixture details and update the photometric plan to include the wall pack lighting.*
- 3. Shift the gas meter to the rear wall of the building.*