



MEETING MINUTES

Planning Commission

Tuesday, August 4, 2020 – Virtual Meeting

The meeting was called to order at 1:30 p.m.

Chair Oyster asked for a moment of silence and the Pledge of Allegiance. Roll was taken, and the following members were present: Chair Julie Oyster, Mr. Larry Titus, Mr. Mike Linder and Mr. Jim Rauck. Dr. John Dubos was absent. Other staff members present: Kyle Rauch, Development Director; Kim Shields, Community Development Manager; Kendra Spergel, Development Planner; Jimmy Hoppel, Development Planner; Jennifer Readler, Frost Brown Todd; Dash Logan, Development Intern; Mary Havener, Development Assistant; Tammy Green, JTFD; Kevin Koesters, Service Superintendent; Mike Boso, Chief Building Official; Laura Scott, Planning and Zoning Coordinator and Tami Kelly, Clerk of Council.

Organizational Items:

Chair Oyster noted a quorum was present and asked for approval of the July 7, 2020, Planning Commission minutes. Mr. Rauck moved to approve the minutes. Mr. Linder seconded the motion, and the minutes were approved 3-0 with Mr. Linder abstaining.

Chair Oyster asked for approval of the July 20, 2020 Planning Commission minutes. Mr. Linder moved to approve the minutes. Mr. Titus seconded the motion, and the minutes were approved 4-0.

New Items:

ITEM #1 – Car Wash USA Express – Special Use Permit (Drive-Thru)

PID #202006030030

Mr. Hoppel presented the Development Department's findings. He stated that the applicant is requesting approval of a special use permit for carwash. A development plan amendment application is being heard concurrently for approval. The location is west of the intersection of London-Groveport Road and Hoover Road. This application reviews the appropriateness of the use of a carwash, but the site details and building improvements will be reviewed with the development plan amendment.

The special use permit will be heard by Planning Commission today for recommendation to City Council, who will have two readings. The first on August 17th and the second on September 8th. Followed by a 30-day effective period.

The carwash will operate on the western half of the site. The drive-thru entrance begins south of the shared driveway access which comes off of London-Groveport Road. The site will circulate clockwise, with cars moving north through the carwash building before circling around and exiting either to the vacuum area or back onto the shared driveway access. A hashed area just south of the car wash building entrance provides an emergency exit in case of mechanical failure allowing everyone to exit without having to back up through the stacking lanes.

The carwash lane will have 36-inch shrubs along the perimeter that will limit headlight glare onto London-Groveport Road and the entrance drive. The carwash is proposed to operate between 8am and 8pm year-round, with peak times between 3pm and 5 pm. The applicant has also indicated that there will not be any speakers playing sounds or music on-site, which will limit noise to neighboring properties.

The applicant expects an average of approximately 19 customer vehicles per hour, based on their assumption of 233 vehicles per day and being open 12 hours each day. Through vehicular stacking analysis provided by the applicant as well as one conducted by staff, it has been determined that 26 or 27 vehicles can stack in the carwash lane prior to the conflict point with the carwash exit and the Huntington Bank entry and exit. Mr. Hoppel displayed and made reference to an exhibit prepared by staff showing the stacking capacity of the Moo Moo Carwash on Stringtown Road and the proposed Carwash USA Express. The Moo Moo Carwash on Stringtown Road is able to hold about 28 vehicles prior to backing onto Stringtown Road. The proposed facility allows 26 or 27 vehicles up to that first access drive into the Huntington Bank and the exit of the carwash. Mr. Hopple noted that the proposed facility has room to allow for approximately seven more vehicles between the Huntington access point and London Groveport Road, which would result in a total of 33 or 34 vehicle stacking capacity.

After review and consideration of the Special Use Permit standards and the GroveCity2050 Guiding Principles criteria the Development Department recommends Planning Commission make a recommendation of Approval to City Council for the Special Use Permit as submitted.

Mr. Jody Freeman, DevCon, was present to speak to the item.

There being no questions or discussion, Mr. Linder moved to recommend the approval of the Special Use Permit as submitted.

Mr. Titus seconded the motion, and it was approved 4-0.

ITEM #2 – Car Wash USA Express – Development Plan

PID #202006040029

Mr. Hoppel presented the Development Department's findings. He stated that the applicant is requesting approval of a development plan amendment for a carwash. A special use permit application is being heard concurrently for approval. The location is west of the intersection of London-Groveport Road and Hoover Road.

A Development Plan Amendment is reviewed after the previous approval of a Final Development Plan. Planning Commission will hear the application today for recommendation to City Council, who will hear the case on August 17th. Upon approval, the development plan amendment will go through final engineering review and building permits.

This site was previously approved for a development plan in 2006. Mr. Hoppel displayed an image of the previously approved development plan for the site, which included four commercial uses utilizing a shared

access drive from London-Groveport Road, each utilizing a quadrant of the site. Additionally, an access drive connecting to the uses to the east was included on the south end of the site.

Only the shared access drive off of London-Groveport Road and what is now the Huntington Bank site in the northeast quadrant were developed, with the northeastern quadrant with the bank having since been split off from the rest of the site.

The applicant is now proposing a different use and layout for the site, as the original development plan has failed to be developed in the last 14 years. This site plan shows a 4,375 square foot carwash with associated drive-thru lanes, parking, and landscaping on the western half of the original site. The southeastern quadrant of the site has been left open for potential future development, falling in line with the previously approved development plan.

The site will circulate clockwise, with the vehicles entering the drive-thru lanes from the southern end of the existing shared access drive and exiting back onto the shared access drive directly across from the Huntington Bank entrance/exit. The drive-thru lane features an emergency exit lane, as previously mentioned, just before entering the carwash building.

Employee parking spaces will be 190 square feet, which meet the code requirement of a minimum of 180 square feet. Other vehicular parking spaces associated with vacuum stations are proposed to be 285 square feet, to allow for navigating the vacuuming of a vehicles interior. Vacuum stations, trashcans and other site fixtures are to be black and match the character of existing area developments.

A central vacuum station and dumpster are proposed towards the southern ends of the site, which will be enclosed and screened to meet code.

The site does include minor development into the floodplain and Stream Corridor Protection Zone. These improvements are generally at grade and are a similar or less of an impact than that of the previously approved development plan in 2006. A more detailed review of stormwater and floodplain will be addressed during the Site Improvement Plan process, and necessary site modifications will be addressed at that time. However, Staff is generally supportive of the site plan as shown.

Landscaping has been provided to meet requirements for parking lot landscaping, building perimeter plantings, and required screening. A variety of deciduous, evergreens, and ornamental grasses will be utilized both with shrubs and trees. The existing wooded area on the southern portion of the site is stated to remain.

The proposed building will be 35 feet by 125 feet and appears to be 1.5 stories through gables and dormers that are utilized. The height of the building scales to be approximately 25 feet tall. The primary exterior material will be a red-brown brick veneer, with a light stone water table along the bottom. The gables and dormers will be finished in a light colored EIFS, and the roof will be a dark dimensional shingle. The western elevation includes architectural features/insets in the brick to add another architectural element. Landscaping will also be utilized on the western side of the building.

The bases of the monument sign and kiosk stations will be finished with a brick that matches the building. The dumpster and central vacuum enclosures will also have matching materials and will have a stained opaque gate.

Mr. Hoppel stated that, although signage is shown in the elevations and with the monument sign, signage is not subject for approval with a development plan amendment in a C-2 zoning district and will be reviewed with a sign permit through the Building Division.

After review and consideration of the GroveCity2050 Guiding Principles criteria the Development Department recommends Planning Commission make a recommendation of Approval to City Council for the Development Plan Amendment with one stipulation noted in the staff report.

Mr. Jody Freeman, DevCon, was present to speak to the item.

Mr. Linder asked if the city or police department has received any complaints regarding Moo Moo's vehicle stacking backing up into Stringtown Road. Mr. Hoppel stated that staff has not been made aware of any complaints from the police, but that staff is aware of the vehicular stacking issue that can be present on Stringtown Road and that was taken into consideration with this review. He also stated that the site layout does allow for additional stacking space, and that the applicant has indicated that on-site staff will be trained to prevent stacking onto roadways.

Mr. Linder expressed concern about stacking for the carwash and the entering and exiting bank traffic causing a conflict. He suggested that striping could help resolve this issue. Mr. Hoppel acknowledged that striping or additional signage could be a potential solution.

Mr. Linder asked who owns the land where the shared access drive is located. Mr. Hoppel explained that the shared access drive is fully within the subject property, not on Huntington Bank's site. Mr. Rauch confirmed that the access drive is on the subject property and that a shared access easement is assumed to exist.

Mr. Linder further expressed concern for the traffic conflict within the shared access drive area and suggested striping options that may be possible.

Mr. Rauch inquired about the possibility of adding an access drive on the southern end of the property to connect to the existing access drive in the rear of the two properties to the east to allow for an alternative exit from the carwash. Mr. Rauch answered that the site layout would have to be reconfigured to create this possibility, and more information about the future development of the southeast quadrant of the site would have to be understood.

Mr. Rauch acknowledged that there is a stop light at the entrance of the proposed carwash and that the City could modify the timing of the light to assist with traffic concerns. Mr. Rauch explained that the City would review traffic signal timing as needed.

Mr. Linder asked if Huntington Bank was aware of this project's existence. Mr. Rauch, Mr. Hoppel, and Ms. Shields explained that a formal mailing had not been sent as it is not required to be, but that the applicant had called the bank regarding another matter, and that a public notice sign has been placed on the site. Staff had not received any calls from the bank.

Mr. Rauch asked if there was a consensus on the applicant working with Staff to alleviate the traffic concerns.

Mr. Linder further expressed his concern about vehicle stacking and conflict points on the shared access drive, and suggested that striping may be a possible solution. Mr. Hoppel explained that the shared access drive appears wide enough to stripe in a way that will address the concerns. Mr. Linder explained a potential layout

for striping lanes that would help dedicate incoming and outgoing traffic. Mr. Hoppel stated that Mr. Linder's suggestion seemed to make sense, but would need further examination.

Mr. Freeman explained that vehicular stacking should rarely create the conflict being described, but acknowledged the possibility during peak times. He was agreeable to striping the drive aisle in a way that would help alleviate conflicts. He also explained that regular customers would have a pass that would allow them to enter the carwash without stopping at the pay station, which assists with continued traffic flow through the site.

Councilman Holt stated concern that the Strader's Garden Center immediately to the west of the subject site is difficult to turn left into from London-Groveport Road and that the existing traffic signals and striping on London-Groveport Road do not address it adequately. He expressed concern that the addition of this development may make the problem worse. He then explained that he is hopeful for the access drive in the rear of the properties to the east could continue through the subject site and continue to Strader's to help with accessibility.

Mr. Rauch asked the applicant if they would be willing to provide an easement or connect the private access roads to the east through their property to eventually connect to the Strader's site. He annotated the presentation to further explain how the private access road at the rear of the site would be laid out.

Ms. Shields mentioned that Mr. Holt's concern appears to be more related to traffic turning from London-Groveport Road into the Strader's site, which Mr. Rauch acknowledged. Mr. Freeman was unsure of how to confirm the addition of a private drive without being able to know how the rest of the site may develop.

Mr. Rauch asked if they would be the owner of the entire site. Mr. Freeman stated that they would.

Chair Oyster asked Mr. Holt if this private access drive would help alleviate his concern. Councilman Holt stated that it would assist with part of the problem. He further explained his concern about how the roadway and traffic signals currently exist, and how traffic turning left into Strader's from London-Groveport Road have a difficult time and that it is unsafe. He did explain that the private access drive could be an alternative entry that may assist.

Mr. Linder acknowledged Mr. Holt's concern and some of the potential solutions suggested, but stated that he did not believe that the concern about Strader's should be involved with this application.

Mr. Freeman suggested another striping option for the shared access drive on the north side of the property. Chair Oyster explained her understanding of how the striping could be laid out. Mr. Freeman said that they would be willing to stripe it.

Chair Oyster stated that the applicant could work with the City to develop it, but stated there seems to be adequate room to fit in all of the striped lanes that may be needed.

Mr. Freeman agreed to the striping and explained that the maintenance of it would be their responsibility in the future.

There being no further questions or discussion, Mr. Titus moved to recommend approval of the Development Plan with two stipulations:

- 1) Signage is not approved with this application and shall be reviewed for compliance with Chapter 1145 through the Building Division's sign permit application.
- 2) The applicant shall work with Development Department staff to determine appropriate striping on the shared access drive to minimize traffic conflicts with the Huntington Bank site and any future development on the site.

Mr. Rauck seconded the motion, and it was approved 4-0.

ITEM #3 – Hoagie City – Special Use Permit (Drive-Thru)

PID #202006300031

Mr. Hoppel presented the Development Department's findings. He stated the applicant is requesting approval of a special use permit for drive-thru. The site is within the Park Square shopping center, the space that was previously the Rackums sports bar. The special use permit will be heard by Planning Commission today for recommendation to City Council, who will have two readings. The first on August 17th and the second on September 8th, followed by a 30-day effective period.

The proposed drive-thru would operate from 10am-8pm six days a week, and on Sundays would operate from 11am to 6pm. The drive-thru would be located on the eastern side of the building and would require the addition of a drive-thru window and awning to the building. The drive-thru would only be for pre-ordered and pre-paid meal pick up. Therefore, ordering and payment would not occur at the pick up window and the site would not be expected to utilize a menu board. Additionally, because no ordering will occur, stacking within the drive-thru lane is expected to be less than a standard drive-thru use.

The applicant is proposing to remove the existing sidewalk on the eastern side of the building where the drive-thru would be located. The drive-thru lane would be 9 feet wide, with a 6 foot landscape median, leaving two 9 foot lanes going each way for site circulation through the shopping center. The landscape median would have 3-foot dwarf spruce shrubs which would create visual separation of the drive-thru, while not impeding driver views.

Staff expressed concern regarding potential conflict with vehicles exiting the drive-thru with vehicles coming from the west in the southern most drive aisle. To address this concern, the applicant has shown potential bollards to block that potential conflict, which would force traffic from the west to use the northern most drive-aisle.

Staff believes that these improvements increase driver and pedestrian safety by providing traffic calming and clearer site circulation. Additionally, signage will be provided to direct vehicular and semi-truck traffic appropriately throughout the site.

After review and consideration of the Special Use Permit standards and the GroveCity2050 Guiding Principles criteria the Development Department recommends Planning Commission make a recommendation of Approval to City Council for the Special Use Permit with one stipulation noted in the staff report.

Ms. Connie Klema, Attorney, was present to speak to the item.

Mr. Rauck stated that he would like to see the landscape median width reduced to allow for wider drive lanes for the north and south moving traffic, to allow for larger vehicles to pass more easily. He suggested a 2 to 3 foot median. Mr. Hoppel stated that the median could be reduced, if the applicant is willing, and explained that the

width of the median should still remain wide enough to so maintain the viability of the landscaping that would be installed. Staff could work with the Urban Forester to determine that width.

Mr. Rauck stated that there currently isn't landscaping, and believed that it didn't need to be added and that the additional space for the drive lanes would be more valuable. Ms. Shields explained that the landscape median would allow for the benefit of traffic calming, and suggested that the median could be reduced to four feet, to maintain landscaping. She stated that a smaller concrete median could become a hazard, as it may not be as visible to motorists and that staff would be happy to work with the applicant on this matter.

Chair Oyster asked Mr. Rauck if he would find it acceptable to reduce the median width and work with the Urban Forester. Mr. Rauck stated that he believed taking a couple of feet away from the proposed median width and add a foot to each drive lane that would be appropriate.

There being no further questions or discussion, Mr. Titus moved to recommend the approval of the Special Use Permit to City Council with two stipulations:

- 1) Poles for proposed signage associated with the drive-thru shall be black to match proposed fencing and bollards.
- 2) The applicant shall work with staff to determine an appropriate width of the landscape median in order to increase the width of the drive lanes to the east of the median.

Mr. Linder seconded the motion, and it was approved 4-0.

ITEM #4 – Hoagie City – Special Use Permit (Outdoor Seating)

PID #202006300032

Mr. Hoppel presented the Development Department's findings. He stated that the applicant is requesting approval of a special use permit for outdoor seating. The site is for the same location as the previous application.

The special use permit will be heard by Planning Commission today for recommendation to City Council, who will have two readings. The first on August 17th and the second on September 8th, followed by a 30-day effective period.

The applicant is proposing to refurbish the existing 784 square foot asphalt patio area behind the tenant space within the Park Square shopping center to use as an outdoor seating area for the new Hoagie City.

The proposed hours of operation are 10:00 a.m. to 8:00 p.m. Monday through Saturday, and 11:00 a.m. to 6:00 p.m. Sunday. A 4-foot high black aluminum ornamental fence is proposed surrounding the seating area, with black bollards to provide vehicular impact protection. New landscaping will further separate the seating area from the surrounding vehicular areas and is proposed as 3.5 foot wide landscape bed with Arborvitae shrubs. This is very similar to the fencing, bollard, and landscaping layout recently approved for the daycare center within the same shopping center. Decorative planters are also proposed within the seating area to provide further visual separation from the surrounding parking lot and drive aisles and added aesthetic interest to the site.

The plan shows the outdoor seating area containing eight tables; however, no details were provided for the proposed outdoor furniture. Staff is recommending a stipulation that any furniture installed in this area be black in finish, and any umbrellas that may be installed in the future not include any text or logos.

After review and consideration of the Special Use Permit standards and the GroveCity2050 Guiding Principles criteria the Development Department recommends Planning Commission make a recommendation of Approval to City Council for the Special Use Permit with two stipulations as noted in the staff report.

Ms. Connie Klema, Attorney, was present to speak to the item.

Mr. Linder questioned staff why the bollards were excluded from the western side of the outdoor seating area. Mr. Hoppel explained that he believed the intention may have been due to limited traffic and an existing dumpster area. Ms. Klema added that bollards added to the nearest drive aisle reduce the traffic going through that area and that it wasn't believed to be needed to add bollards to the western side of the patio.

Mr. Linder asked if the Fire Department had any concerns about traffic being blocked by the bollards. Mr. Hoppel stated that he was not aware of any concerns from the Fire Department, and that his understanding is that circulation and access around the site still exists.

Mr. Linder further stated that he is unfamiliar with bollards being located in an existing drive aisle, although he understands the reason in this situation. He also stated that vehicles driving east could still drive through the western side of the patio fencing and didn't understand why bollards were not extended around that side of the seating area. Mr. Hoppel suggested that a stipulation could be added to address the concern. He also explained that the bollards in the drive aisle were to mitigate a conflict point with vehicles exiting the drive-thru lane.

Ms. Klema suggested that the western most set of bollards in the drive aisle be relocated to the western side of the patio.

Ms. Green stated that bollards should be added to the western side of the patio for vehicle safety, according to the fire code. Mr. Rauch stated that a stipulation should include that the spacing of the bollards would be 4-feet apart, which is standard for this stipulation.

Ms. Klema stated that they would be agreeable to a stipulation like that and would work with staff.

Mr. Rauck inquired to staff if a dumpster enclosure should be required to screen the dumpster from customers on the patio. Mr. Hoppel explained that the approval of the special use permit is more in regard to the appropriateness of the outdoor seating area, and that a dumpster enclosure is not in the scope of what is being reviewed for approval. Mr. Rauck stated his understanding.

There being no further questions or discussion, Mr. Linder moved to recommend approval of the Special Use Permit with three stipulations:

- 1) Furniture within the seating area shall be decorative and black in finish.
- 2) Any umbrellas within the seating area shall not include any text or logos.
- 3) Bollards shall continue around the entire outdoor seating area.

Mr. Titus seconded the motion, and it was approved 4-0.

Ms. Spergel presented the Development Department's findings. She stated that the applicant is requesting approval of a lot split for the Broadway Professional Park site on Farm Bank Way, north of Southwest Boulevard and west of Broadway.

The Broadway Professional Park Development Plan was approved earlier this year for a multi-use, multi-tenant light tech flex development. The proposed lot split will place the 3.412-acre site onto its own lot to transfer ownership to Broadway Professional Park LLC, which will own and lease out the future development. If Planning Commission approves the lot split, then it can move forward for finalization with the Franklin County Engineer's Office, Auditor's Office, and Recorder's Office. The applicant has a year after Planning Commission to complete this process.

The current 8.278-acre property contains four disconnected portions leftover from previous splits as part of a condominium plat during the development of the Broadway Professional Village. The proposed 3.412-acre property is part of the Broadway Professional Village PUD-I zoning district. The zoning text for the district does not list requirements for lot sizes. Additionally, staff previously reviewed the Broadway Professional Park Development Plan and determined that it met requirements per the zoning text and City's zoning code. Staff is supportive of the proposed Lot Split as it will partially clean up an atypical, separated property by placing one of the disconnected portions onto its own lot. The project narrative states that the owner of the residual acreage intends to work with the City to subdivide the remaining disjointed acreage.

Therefore, after review and consideration, the Development Department recommends Planning Commission approve the lot split as submitted.

Mr. Eric Morton, Broadway Professional Park LLC, was present to speak to the item.

There being no questions or discussion, Mr. Linder moved to approve the Lot Split as submitted.

Mr. Rauck seconded the motion, and it was approved 4-0.

ITEM #6 – 3506-3510 W. Park Street – Preliminary Development Plan

PID #202006300033

Ms. Spergel presented the Development Department's findings. She stated that the applicant is requesting approval of a preliminary development plan for 3506-3510 Park Street to construct a detached garage with an apartment above. The property currently contains a two-family residential home in the front along Park Street. The property is zoned as D-1, which permits a maximum of two units per property. The addition of the third unit above the garage is not permitted in the D-1 district, and as a result, the applicant is pursuing a rezoning to PUD-R.

The preliminary development plan is the first step in the PUD review process. Due to the minor level of development proposed as part of this PUD, the project is not required to complete the final development plan phase, as was also done recently with the Castro home development on Arbutus Avenue. A rezoning application has been submitted and is tentatively on the agenda for the September 8 Planning Commission meeting.

The proposed two-story structure will be 2,304 square feet and is proposed to have a four car garage on the first floor and an apartment unit on the second floor. A concrete pad is proposed around the new structure to create six exterior parking spaces between the structure and the rear alley. The pad is shown to the property line with no setbacks from adjacent properties. A total of 10 spaces are shown for the three units on the site. Standard A-1 parking requirements, for multi-family properties, would result in a minimum of 8 parking spaces. Staff does not believe the proposed 10 spaces are appropriate given the availability of on-street parking on Park Street and the character of residential developments in the Town Center. Staff will work with the applicant during the

drafting of the zoning text to potentially reduce the number of spaces and adjust the building and pavement setbacks to ensure adequate and appropriate spacing is provided between existing buildings and adjacent parcels.

The preliminary landscape plan submitted along with the application includes three two-inch caliper trees and five 24-inch shrubs, which meets code requirements. These proposed plantings will be placed along the southern elevation of the proposed structure. Instead of placing all landscaping along the rear of the proposed structure, staff recommends removing some of the pavement on the northwest and southeast sides of the garage to install some landscaping and to reduce some of the proposed impervious surface currently shown on plans.

The proposed new structure will be two stories, with a height of 24 feet and 2,304 square feet in size. Each floor is proposed to be 1,152 square feet, with the first floor proposed to be used as a four car garage and the second floor used as an apartment. Access to the garage spaces is provided by two, two-car garage doors along the north elevation. The floor plan provided shows that the space will have two bedrooms and utilize the entire second story. The proposed building will be adjacent to another two-story structure to the east on the adjacent parcel, therefore staff believes that the height of the proposed building is appropriate. No material or color samples were provided, however, the elevation notes that the structure will be vinyl siding. Additionally, the applicant has noted in that the materials will match substantially in color and material to the existing duplex structure. The elevation notes that the roofing material will be asphalt shingles, matching the materials used on the existing two-family structure.

This property is located in a Community Reinvestment Area, making it eligible to receive tax abatement for real property improvements. As such, staff has high expectations for the architectural quality of the proposed garage structure and recommends additional architectural features also be added to the primary structure to improve the aesthetics from Park Street and closer match the character of adjacent and area structures. A more in-depth review of the architectural standards for the site will be included in the zoning text.

Due to the character of the area having a more urban feel with homes on smaller lots and a variety of home options available, staff believes that in order to maintain this character, a PUD-R zoning which permits deviations from the City's zoning code is the most appropriate for the site. Staff is overall supportive of the proposed garage as much of the surrounding area contains multi-family development, including apartments over garages, keeping the proposal in character with the area. Staff believes that the remaining issues with the proposal can be resolved during the rezoning review.

Therefore, after review and consideration, and noting a number of outstanding issues to be further addressed through the zoning text including building architecture, parking area and building placement, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Preliminary Development Plan as submitted.

Ms. Rebecca Mott, Plank Law Firm, was present to speak to the item.

There being no questions or discussion, Mr. Titus moved to recommend approval of the Preliminary Development Plan to City Council as submitted.

Mr. Linder seconded the motion, and it was approved 4-0.

ITEM #7– Quarry at Pinnacle - Rezoning

PID #202006300035

Ms. Spergel presented the Development Department's findings. She stated that the applicant is requesting approval of a rezoning for a 70-acre site from SF-1 to PUD-R. This site was recently approved for annexation into

Grove City, which will become effective on August 20, and is proposed for the future Pinnacle Quarry residential development.

The preliminary development plan was approved at the April 6 City Council meeting, and the proposed rezoning is the second step in the PUD review process and includes a detailed review of the proposed zoning text. The applicant has indicated that the final development plan will be submitted for the September 8 Planning Commission meeting and will be heard concurrently with the rezoning before City Council.

The proposed zoning text states that two separate subareas are proposed as part of the development. Subarea A is proposed in the northern 42 acres of the site and may contain a maximum of 187 fee simple single-family homes, and Subarea B is proposed in the southern 18 acres of the site and may contain a maximum of 36 condominium or fee simple single-family homes.

The text states that the intent of Subarea A is to provide single-family residential lots that are similar to those in The Landings, Links and Woods at Pinnacle developments. Each lot is required to be a minimum of 52 feet in width, which is similar in size to properties at The Landings (to the west, with primarily 60-foot wide lots) and The Greens at Pinnacle (located on the west side of Buckeye Parkway with primarily 50-foot wide lots). Each home is also to be a minimum of 1,400 square feet for one-story homes and 1,700 square feet for two-story homes, which is comparable to the sizes of homes that have been recently approved in the Farmstead and Trail View Run developments. Additionally, the frontage or side of homes visible from a public or private street will be required to utilize a combination of at least three different architectural design elements such as dormers, bay windows, chimneys, shutters and porches, as well as a combination of façade materials including brick, stone, stucco, Hardie Plank and vinyl.

The text states that the intent of Subarea B is to provide an active adult and senior living style community. The lots may be fee simple or condominiums and are proposed to be a minimum of 70 feet in width. Each home is required to be a minimum of 1,400 square feet, and located close to the roadway (at least 15-feet away) with the garage set further back to give more of a pedestrian-friendly feel to the subarea. As with Subarea A, the homes will be required to integrate different architectural elements and materials including hardi-plank, stucco, cultured stone, brick, cultured brick and vinyl (at least 0.044" in width) with the same requirement for at least three different architectural elements on frontages or sides visible from a public or a private street.

Roadways within Subarea A are to be public and be at least 28-feet in width to allow for on-street parking, and roadways within Subarea B will be privately owned and maintained and be at least 26 feet in width. Sidewalks and trails are to be provided throughout the site, and their final proposed location will be shown on the Final Development Plan.

Two entrances are proposed into the site; one off of Jackson Pike and a second off of White Road. Turn lanes and other roadway design elements will be shown on the Final Development Plan and be as warranted on the traffic study. The applicant has submitted preliminary traffic counts but is working on revisions and completing the entire study for the Final Development Plan. The traffic study and necessary off-site improvements from the proposed development involve coordination between the applicant, the City of Grove City and the Ohio Department of Transportation.

Additionally, the zoning text specifies a 10-acre City park in the southeast corner of the property. This park is proposed to be programmed and will include an extension of the City's bike path along Jackson Pike and may include a sledding hill, pitch and putt golf course, pool, picnic area and shelter house.

The site is surrounded by a variety of different residential districts. The existing Pinnacle Club development is located to the south and further to the west. Lamplighter Senior Village which provides smaller senior housing options is located to the north. More rural residential sites are located adjacent and to the west, north and east.

Staff believes that the addition of the proposed residential development will integrate well into the surrounding area, allowing for a transition between the different types of residential housing to the west and the more rural properties to the east.

The GroveCity2050 Future Land Use and Character Map recommends this site be used as Suburban Living, Low Intensity on the majority of the site, which includes single-family housing as a primary recommended use, and a small portion of the site is recommended for Parks/Open Space/Preservation. Staff believes that the proposed site will meet the recommendations of GroveCity2050 by providing a combination of single-family residential and park space on the site. A 10-acre portion of the southeast corner is proposed to be a future City park that will not only be used to connect the site's sidewalk and trail network to the City's for more connectivity but is to be programmed with different outdoor activities and a shelter house.

Staff believes the standards set by the proposed zoning text will result in a high quality development in character with the existing Pinnacle Club subdivision including the use of a variety of materials on the homes, landscaping throughout and open space and transition between different nearby residential uses.

Therefore, after review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the rezoning as submitted.

Mr. Joe Ciminello, Ciminello's Inc., was present to speak to the item.

There being no questions or discussion, Mr. Linder moved to recommend approval of the Rezoning to City Council as submitted.

Mr. Rauck seconded the motion, and it was approved 4-0.

ITEM #8 – Bluegrass Park – Rezoning (SD-1 to PUD-R and PUD-C)

PID #201907310038

Ms. Spergel presented the Development Department's findings. She stated that the applicant is requesting approval of a rezoning for a 32 acre site from SD-1 (Educational) to PUD-R and PUD-C at the former Buckeye Ranch Equestrian Center site on Hoover Road.

City Council disapproved the Preliminary Development Plan at the September 3, 2019 meeting. As per section 1135.14(a)(5), applicants may request that City Council act on a Rezoning application even if Council defeats the Preliminary Development Plan. The rezoning is tentatively on the agendas for the August 17 and September 21 City Council meetings. The applicant has indicated that multiple development plans will be submitted for the site depending on the subarea and outlot.

Since the September 2019 City Council meeting, the applicant has continued to work with City staff to resolve outstanding issues including the alignment of the future public roadway network (extension of Quail Creek Boulevard) to create an additional east/west corridor in the community and reconfiguration of the subareas to provide more non-residential development. The original plan proposed four separate subareas, and this has since been reduced to two subareas, one along Hoover Road (Subarea A) with non-residential uses and a second (Subarea B) located to the west with multi-family residential.

Subarea A (8.8 acres along Hoover Road) is proposed to be used for office space, a daycare and small scale retail and restaurant space/coffee shop (maximum of 5,000 square feet). Subarea B is proposed to be 23.3 acres in size and be used for multi-family residential and/or an assisted living facility.

The proposed zoning text allows for two full access drives off Hoover Road, as well as an additional third right-in/right-out access point. The northernmost drive is proposed to be an extension of Birch Bark Trail and the

southernmost drive is to be privately owned and maintained. The text notes a future extension of Quail Creek Boulevard as potentially going through the site to be part of the future roadway network shown on the approved Thoroughfare Map including a new I-71 overpass. A timeframe has not yet been indicated for this roadway extension as it is a future City project; however, the roadway extension is noted generally in the zoning text.

Several features are proposed along Hoover Road and the entrances of the site. The existing trees currently along Hoover Road are proposed to be preserved, and if a tree is to be removed, it will be replaced with a minimum four-inch caliper tree to maintain the same or similar appearance. The former equestrian center had black, four-rail fencing throughout, and to maintain some of the former character of the site, black, four-rail fencing is proposed at Hoover Road and along one side of each entry roadway into the site. Entry features are proposed with signage that will utilize a modern agricultural or farmhouse design to reflect the former usage of the site.

A central retention pond is proposed and will provide stormwater management for the site. The zoning text states that this regional basin will be landscaped on each side with a combination of trees, shrubs, perennials and ornamental grasses, as well as shoreline protection. This pond will be prominent within the development and will likely be visible from the potential future Quail Creek Boulevard extension; therefore the aesthetics of this pond will be important.

Subarea A is proposed to be approximately nine acres in size and located along the site's frontage with Hoover Road. This subarea will be divided into four different properties, each containing its own building. Buildings are permitted a maximum height of 55 feet to allow three-story structures. Each building will be required to utilize architectural elements and materials similar to those on recently constructed medical office buildings including Trivium and Hplex on North Meadows Drive, including brick, stone, clear window glass, porticos and other features. Renderings and elevations for these buildings have not yet been provided and will be reviewed during the Final Development Plans for these sites; however, staff is supportive of the proposed architectural design and believes it will result in high-quality development on the site.

Subarea B is proposed to be located in the western 23.3 acres of the site and may contain a maximum of 384 multi-family units. Up to 120 of those units may be used for senior housing. The text notes that in the case that the City acquires the portion of Subarea B referred to as B2, for the future Quail Creek Boulevard extension, a maximum of 240 units may be constructed in Subarea B.

The subarea map shows nine potential apartment buildings as part of the subarea with a separate clubhouse; however, the number of buildings and their layout on the site will not be reviewed until the Final Development Plan. Setbacks have been provided from property lines but the minimum required distance between buildings has not been included and will need to be added to the zoning text. As with Subarea A, the maximum height for the buildings is 55 feet to allow for three-story buildings. The design of the buildings has not yet been determined and renderings or elevations have not been provided, but the proposed zoning text requires materials that have been used on other multi-family developments including brick/brick veneer, smart wood/wood, stone/stone veneer, EIFS and vinyl.

In staff's opinion the proposed extension of Quail Creek Boulevard through this site meets the Thoroughfare Map as approved by City Council in 2019. The plan shows an extension of Quail Creek going through the proposed site and then going over I-71 to meet up with Haughn Road and create an additional east/west corridor.

The site is surrounded by a variety of different zoning districts and uses. The property to the north is zoned as SD-1 and is used as the Buckeye Ranch facility. The properties to the south are used as the Grove City Summit Apartments and Buckeye Grove Shopping Center. The property to the west is used as the T Marzetti warehousing facility. The properties to the east contain a combination of fee simple single-family homes in Quail Creek and attached condominiums in the Landings at Quail Creek. Staff believes that the proposed mixture of commercial,

office and multifamily residential will be in character with and will provide an appropriate transition between the existing uses near the site.

The GroveCity2050 Future Land Use and Character Map recommends this site be used as Mixed-Use Employment Center which includes office uses as a primary recommended use and commercial and multi-family residential as secondary uses. In staff's opinion, the proposed use of the site meets the future land use designation as it will utilize the recommended mix of uses as well as providing an additional living option that is within walking distance to the non-residential uses on this site and the adjacent Buckeye Grove Shopping Center. Furthermore, staff believes that the proposed multi-family housing will be an additional option for new or returning residents to enter into the Grove City community and allow them to be part of the community before they are ready or able to own a home.

Staff believes that the proposed development meets multiple objectives per GroveCity2050 including Objective LU4 which discusses developments exhibiting strong neighborhood qualities including walkable blocks, integrated open space and a variety of housing options and Objective ED1 recommends diversifying employment sectors to obtain the jobs desired by residents. Overall, staff believes that this development will bring a number of amenities to the community including more opportunities for employment and additional housing options, helping to continue to fill a demand, while maintaining the character of the surrounding area and former equestrian center.

Therefore, after review and consideration, the Development Department recommends that Planning Commission recommend approval to City Council for the rezoning with the five stipulations regarding minor revisions to the zoning text and subarea map.

Mr. Don Plank, Plank Law Firm, was present to speak to the item. He stated that they are agreeable to the stipulations and that a proposed daycare center Final Development Plan application will be submitted soon and may be heard concurrently with the rezoning. He also stated that Planning Commission had previously recommended approval on the Preliminary Development Plan which was a less refined project. Since then the City has worked to establish the alignment for the Quail Creek extension and the site plan shown with the rezoning reflects the preliminary engineering for that roadway. He also indicated that it is not an easy process to anticipate the impact of an arterial that has not yet been built on a site.

There being no questions or discussion, Mr. Titus moved to recommend approval of the Rezoning to City Council with the five stipulations as noted in the staff report:

1. References to the Grove City Summit Apartments pond and the pond in the northwest corner of Quail Creek Boulevard and Hoover road shall be removed from the zoning text.
2. Setbacks for parking and drive aisles in Subarea A shall be removed from the zoning text and a note be added that they will be as shown on the Final Development Plan.
3. Setbacks between the buildings in Subarea B shall be added to the zoning text.
4. Subarea B1, B2.1, B2.2 and B2.3 shall be condensed into Subarea B on the subarea map.
5. References to Subarea B2 and a potential development agreement shall be removed from the zoning text.

Mr. Linder seconded the motion, and it was approved 4-0.

Ms. Spergel presented the Development Department's findings. She noted that the City was the applicant for this item. She stated that the applicant is proposing to vacate an unnamed right-of-way located to the west of the Elm Street and Midland Street intersection.

This right-of-way was created as part of the Smith's Addition to Beulah Park in 1895 and was meant to be extended further to the west for additional development at the time, as well as to provide rear alley access. The subdivision to the west was not constructed and this portion of the right-of-way did not become a public roadway. Instead, it has been used as a private access point for a couple of residential homes located adjacent to it.

After the right-of-way vacation is heard before City Council, the applicant can move forward to finalization with Franklin County.

It is proposed that once the right-of-way has been vacated, two lots can be created from the area, a 0.019-acre piece (northern five feet of the right-of-way) and a 0.13-acre piece. Each of the newly created properties are proposed to then be combined with adjacent properties, with the 0.019-acre lot being combined with the property to the north and the 0.13-acre lot being combined with 3925 Elm Street to the south. Staff is supportive of the proposed right-of-way vacation and subsequent lot reconfigurations as this right-of-way does not serve a public purpose given that a public roadway was never constructed and no public utilities are located within it.

Therefore, after review and consideration, the Development Department recommends Planning Commission recommend approval to City Council for the right-of-way vacation as submitted.

There being no questions or discussion, Mr. Linder moved to recommend approval of the Right-of-Way Vacation to City Council as submitted.

Mr. Titus seconded the motion, and it was approved 4-0.

Having no additional items, Chair Oyster adjourned the meeting at 3:12 p.m.


Mary Havener, Secretary
Julie Oyster, Chair