



MEETING MINUTES

Planning Commission

Tuesday, March 5, 2019

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

Chair Julie Oyster asked for a moment of silence in remembrance of Mr. Marvin Holt (1934 – 2019), past member and Chairman of the Planning Commission, and followed up with the Pledge of Allegiance. Roll was taken, and the following members were present: Ms. Julie Oyster, Dr. John Dubos, Mr. Mike Linder Mr. Larry Titus and Mr. Jim Rauck. Others present: Kyle Rauch, Development Director; Kim Shields, Community Development Manager; Kendra Spergel, Development Planner; Jennifer Readler, Frost Brown Todd; Tami Kelly, Clerk of Council; Laura Scott, Planning and Zoning Coordinator; Jennifer Stachler, Public Service Superintendent; and Mary Havener, Development Assistant.

Organizational Items:

Chair Oyster noted a quorum was present and asked for approval of the February 5, 2019 Planning Commission minutes. Mr. Linder moved that the minutes be approved. Dr. Dubos seconded the motion, and the minutes were approved 5-0.

ITEM #1 – Gazarek Residence – Lot Split

PID #201901300005

Ms. Spergel presented the Development Department's findings. She stated that the applicant is proposing two lot splits from an existing 2.035-acre property located on the south side of Borror Road. The site was annexed in 1975, and shortly thereafter, was zoned to PUD-R with no text. In September 2018, the site was rezoned to SF-2 to establish the desired residential area requirements. If approved, the proposed lots would meet the SF-2 width and minimum size requirements. Further review on the proposed homes will occur during the building permit phases including utilities for the site and driveway placement.

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

Mr. Brandon Gazarek, 2995 Orders Road, was present to speak to the item and answer any questions.

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 5-0.

ITEM #2 – Bluegrass Park (2.50 Acres) – Lot Split

PID #201902080009

Ms. Spergel presented the Development Department's findings. She stated that the applicant is proposing to split 2.5 acres from an existing 85.57-acre property located at 5665 Hoover Road, on the current Buckeye Ranch property. The proposed split will be in the southeast corner of the current site, fronting onto Hoover Road and will

be to split this portion for potential future development. The portion to be split is currently zoned as SD-1. There are no lot size standards for the SD-1 district, but a portion of the existing parking lot will be split between the current and new lot not meeting the minimum parking lot setback of 10 feet. However, it is staff's understanding that the site will be redeveloped and part of that future project will include the removal of the existing parking lot.

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

Mr. Donald Plank, Plank Law Firm, was present to speak to the item and answer any questions. Mr. Plank stated that a portion of this property is in contract and this split is part of the largest tract. The road across the street is likely to come into this location, which is the reason for this split.

There being no questions or discussion, Mr. Linder moved to approve the Lot Split as submitted. Dr. Dubos seconded the motion, and it was approved 5-0.

ITEM #3 – Bluegrass Park (22.380 Acres) – Lot Split

PID #201902080010

Ms. Spergel presented the Development Department's findings. She stated that the applicant is proposing to split 22.38 acres from an existing 29.696-acre property located on the west side of Hoover Road. This site was previously used for the Buckeye Ranch's equestrian center. The proposed split is in the front portion of the site with the rear/west portion left with no frontage onto Hoover Road. The applicant has proposed to include a 30-foot access easement to provide an access point for this rear portion. It is the intent for the 22-acre portion to be redeveloped in the future, but no plans for Rezoning have been approved for redevelopment yet. At this point, the applicant is proposing to split the lot for titling purposes and understands that a Plat may be needed for future development. Additionally, the proposed split will separate the previous equestrian center area onto its own lot from the existing tree stand in the eastern portion of the site.

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

Mr. Donald Plank, Plank Law Firm, was present to speak to the item and answer any questions. He again stated that the split was being done for future development. Dr. Dubos asked if the public pathway that runs alongside was public property. Mr. Plank responded that it is part of the property but will remain in place.

There being no additional questions or discussion, Dr. Dubos moved to approve the Lot Split as submitted. Mr. Rauck seconded the motion, and it was approved 5-0.

ITEM #4 – Meadow Grove Estates North

Reserve Condominiums – Development Plan

PID #201901300007

Ms. Spergel presented the Development Department's findings. She stated that the applicant is requesting approval of a development plan amendment to revise the unit types for the Meadow Grove Estates North condominium site. In February 2006, the City approved the 44-unit condominium site as part of the original Meadow Grove Estates North. As originally approved, each structure was to contain two-units with two-stories and three-bedrooms with an overall livable area ranging between 2,400 and 2,500 square feet (with a minimum of 1,800 square feet required). Each unit was originally finished in stone and vinyl with added architectural features including a bay window and large front doors. Homebuyer preferences have since changed, and the applicant is proposing to make some modifications to these units.

Proposed units will have three-bedrooms contained within the 1.5 story structure, with an overall livable area of approximately 2,100 square feet. In accordance with the development standards approved as part of Meadow Grove Estates North, exterior finishes will include vinyl siding, stone water tables and shake siding accents. The stone will be a similar color of tan and gray to what was previously approved. The vinyl will be different shades of gray, which will be a slight departure from the previously approved light brown siding. Staff is supportive of the proposed changes as they will be meeting the market demand for the site and will still be in character with the nearby homes and meet the architectural requirements of the zoning text.

After review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the development plan amendment as submitted.

Mr. Corey Theuerkauf, Rockford Homes, was present to speak to the item and answer any questions. He stated that there was no modification to the footprint; however, they have reevaluated the project and have found that the additional square footage is not of value to their customers, and this 2,100 – 2,200 square foot range is where the market is. The interior layout is basically the same, it's just a bit smaller.

Mr. Titus asked the price point of these units. Mr. Theuerkauf stated that they anticipate them to be between \$290,000 and \$300,000.

Mr. Linder asked Staff if this would need to come back as a Development Plan or if this was just an amendment. Ms. Spergel stated that this was an amendment of the Development Plan approved in 2006. Mr. Linder asked if there was a layout of where the buildings were going to go. Mr. Rauch responded that the original layout was approved in 2006, and the footprint will not change. This application is solely looking at the architecture. Mr. Linder stated that he doesn't like the long roof in the rear elevation and asked if there was anything that could be added to the buildings that face the park. Mr. Theuerkauf stated that the park was a passive open space; primarily wooded. Mr. Linder asked if the woods would be changed. Mr. Theuerkauf stated that they will be working around that area to try and save as many of the trees as possible.

Mr. Rauck asked if there was living space in the ½ story portion of the units. Mr. Theuerkauf responded that there are two bedrooms and a full bath upstairs.

Mr. Linder stated that after seeing the orientation of the buildings, he does not have a problem with the rear portion of the roofline.

There being no additional questions or discussion, Mr. Linder moved to recommend approval of the Development Plan Amendment to City Council as submitted. Mr. Rauch seconded the motion and it was approved 5-0.

ITEM #5 – The Residences/Cottages at Brown's Farm – Development Plan

PID #201901020003

Ms. Spergel presented the Development Department's findings. She stated that the applicant is requesting approval of a development plan for a 69-acre residential subdivision located on the south side of Orders Road and on the east and west sides of Haughn Road. The proposed development will have two separate subareas which will contain 210 apartment homes (Subarea A) and 110 cottage style homes (Subarea B) for a total of 320 proposed units between the subareas. City Council approved the Preliminary Development Plan in June 2018, and the annexation and zoning to PUD-R were approved in November 2018. The proposed development meets the requirements of the approved zoning text.

The GroveCity2050 Community Plan and Future Land Use Map recommends the west side of the site be used as Suburban Living (Medium to High Intensity) and the east side as Mixed Neighborhood. Both of these classifications list single family and multi-family residential as primary recommended uses. This portion of the city, including from Orders Road to London-Groveport Road, is expected to develop and transition to the south from residential to commercial and industrial uses on the SWACO site on the north side of London-Groveport Road, similar to how Beulah Park's redevelopment is being done to blend with the uses already present in the surrounding area. Staff is supportive of the proposed use of the site for the apartments and cottage homes as it meets the recommendation of GroveCity2050 and will provide some of that transition to the south.

The site's overall density is 4.67 dwelling units per acre, with 6.5 dwelling units per acre proposed in Subarea A and 3.1 dwelling units per acre proposed in Subarea B. These densities are similar to other similar residential developments including Enclave at Claybrooke Crossing, Woodside at Holton Run and The Greens at Pinnacle.

A total of 15.26 acres of open space are required on the site to meet Section 1101.09(b). A total 15.49 acres have been provided, meeting the minimum open space requirement.

A preliminary draft TIF agreement has been provided for review to the City. It is anticipated that the final agreement will be submitted for consideration by City Council at the same time as the final development plan. In

general, terms the preliminary TIF agreement has been created to provide a financing mechanism to fund off-site area roadway improvements.

A revised traffic study was submitted showing the site's impacts onto Haughn and Orders Road. The conclusions of the report show that no additional turn lanes into the site from either road are not warranted.

The Residences located on the west side of Haughn Road, in Subarea A, is proposed to have three separate access points. The main access is proposed off of Haughn Road, with two secondary points proposed off Orders Road and Discovery Drive in adjacent Fryer Park. It should be noted that the City Administration and applicant are working through the final details for the Fryer Park access drive. Each street is proposed to be 24-feet in width with one alley proposed at 20-feet in width. No parking will be permitted on-street, and to provide additional parking on the site, a total of 95 visitor spaces are proposed throughout the site.

Two hundred and ten apartment homes are proposed and will be spread out between 34 different buildings. Each building is proposed to have between five to eight units, and each unit will have its own two-car garage and driveway onto the site's streets. The majority of the units will front onto the street with the proposed garage in the front. To create diversity in the units, the applicant has proposed that the two perimeter buildings fronting Orders Road and the six buildings fronting the "community green space" in the center of the site will have rear-loaded garages.

A five-foot sidewalk is proposed throughout the site on at least one side of each street, along the side of each proposed pond and leading out to the existing bike path along Orders Road. An eight-foot bike path is proposed along the entrance drive from Discovery Drive to connect with the existing pathway at Fryer Park. A second eight-foot bike path is proposed leading out to the site's frontage onto Haughn Road and connect with a proposed path along the frontage.

Different green spaces are proposed throughout Subarea A including a shared community green space in the center with public sidewalks and a parkette containing a dog park and bocce ball court in the southern portion and a clubhouse in the northern portion.

The south and west sides of the site have an existing tree stand area, which the applicant is proposing to preserve and use as screening from those property lines. While staff is supportive of preserving the existing trees, there are places along those property lines where the tree stand is not present. It is staff's opinion that additional screening will be needed along the west and south property lines, including evergreen and deciduous trees to fully screen the site from the adjacent properties.

A 3'4" black three-rail fence is proposed along the site's Orders Road frontage. While staff is supportive of the fence, staff believes it should be four feet in height to match of Fryer Park's as well as other split-rail fences in the area. The Orders and Haughn Road entries are proposed to contain landscape beds. The entry into Fryer Park is not proposed to have landscaping. Staff believes the Fryer Park entrance should be planted in a manner to create a similar appearance as the other two.

Each building will contain between five to eight units, with the majority containing six units. The units are proposed to be one-story and required to be a minimum of 1,070 square feet. Additionally, each is proposed to have two bedrooms and a two-car garage. Several different building types have been submitted to provide more diversity among the units and four different color schemes. Each unit is proposed to have primarily either a cultured stone watertable and vinyl siding (blue, brown, gray or green) up to the roofline or cultured stone up to the roofline. Other architectural features include front porches, decorative vents and dormers. Buildings facing Orders Road will have additional cultured stone to at least 40 percent as per the approved zoning text. Elevations of the proposed clubhouse were not provided, but it will need to utilize colors and materials similar to that of the buildings. Staff is supportive of the proposed buildings as they provide differentiation between the units and architectural interest, comparable to what has been required on other recently approved projects including the Courtyards at Beulah Park and Beulah Park Apartments.

The Cottages located on the east side of Haughn Road, in Subarea B, are proposed to be accessed from Haughn Road, aligning with the Haughn Road entrance to Subarea A. A future second entrance out to Orders Road may

be constructed through the adjacent First Baptist Church of Grove City at some point in the future. As proposed this drive will stub at the east property line until development to the east occurs. A 20-foot emergency access is proposed off Haughn Road to provide secondary emergency access onto the site. This emergency access was previously proposed to access Orders Road through the 60-foot portion of the site, however this has been relocated to be off of Haughn Road due to a legal agreement entered into by the current property owner.

Streets through the site are proposed to be 24-feet in width, the same as Subarea A, and no parking will be permitted on the streets. Separate visitor parking areas will be provided throughout the site with a total of 20 parking spaces proposed.

Subarea B is proposed to contain 110 cottage homes each on its own lot. Green spaces are proposed around the perimeter of the site to create additional distance between the proposed homes and surrounding area, with one shared open space proposed in the center of the site.

A five-foot sidewalk is proposed along one side of each of the streets, through the central open space area, and around each of the proposed stormwater detention ponds. A separate eight-foot bike path is proposed from Haughn Road through the northern portion of the site, to connect with a future path on the first Baptist Church property adjacent and to the east.

As with Subarea A, there are a couple existing tree stands on the site, including along the north and south portions. Some of the areas with tree stands, provide screening of the neighboring properties, but in other areas, particularly along the southern property line, additional trees and a four- to five-foot mound are proposed to provide further screening and fill in gaps. Staff recommends adding additional trees along the northern property line, as many of those trees in the northwestern tree stand are proposed to be removed.

Six different home types have been provided for Subarea B. The approved zoning text requires that each of the homes be a minimum of 1,500 square feet in size, a typical home size for cottage/patio homes in the city. Each home will be between one to two stories and have a two-car garage. Proposed materials include cultured stone, similar to that proposed for Subarea A, horizontal and vertical siding and shake siding. The colors of the homes are also similar to those in Subarea A, utilizing greens, browns, and blues, with one home design providing white siding. Different architectural elements including decorative vents, front porches and stoops, and decorative garage doors will be incorporated into the design to provide more architectural diversity and interest.

After review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council with the five stipulations as noted in the Staff Report.

Mr. Jonathan Wilcox, Wilcox Communities, and Mr. Jack Reynolds, Smith and Hale, were present to speak to the item and answer any questions.

Chair Oyster asked Mr. Wilcox if he was in agreement with each of the stipulations. Mr. Wilcox asked to clarify that Stipulation #1 was referring to the areas on the property line that were less heavily wooded. Ms. Spergel stated that this was correct. They are referring to the areas that have gaps in the screening. Mr. Wilcox stated that they are comfortable with each of the five stipulations.

Mr. Rauck asked Mr. Wilcox to elaborate on the emergency exit on the east subarea. Mr. Wilcox stated that they began with an emergency access between lots 70 and 71. On the most recent plan, they have eliminated that and now have a secondary emergency access out to Haughn, which will also function as a construction access while Phase 1 is being built. The long term plan is that the road stubbed to the east, which is the Baptist Church property, could be connected when that area is developed. Mr. Rauck asked if the connection to the east would have a removable bollard. Mr. Wilcox stated that it would. Mr. Rauck asked if this would be a drivable surface. Mr. Wilcox stated that it would be a drivable surface from Haughn Road to where it curves down to a private road within the internal development.

An extensive discussion was held on the possible configurations of connecting a bike path on the east side of the property to the north side of Orders Road. Mr. Reynolds stated that they are required to take the path from the south all the way up to the north along the Haughn Road frontage so it does become an integrated bike system. They also anticipate that the emergency access will also be a bike/pedestrian access. Mr. Rauch stated that currently there is a bike path from the YMCA on the west to the east on the south side of Orders Road. This bike path turns south onto Haughn Road and will be extended further south.

Mr. Rauck asked if the bike path could be extended to the north between lots 70 and 71 and onto the frontage parcel with Orders Road (040-016049) to connect with the existing path on Orders Road. Mr. Robert Ringhiser, 3535 Orders Road, asked to speak to the item. He stated that there isn't a bike path on Orders Road to the east, once you cross Haughn Road and you need to cross Orders to get to the bike path on the other/north side, and to avoid the current Old Haughn Road and Orders Road intersection for safety reasons, he crosses Orders Road on the west side of the intersection. Mr. Rauck asked if the intersection at Old Haughn and Orders would become non-existent with future planning and if the bike path could be extended there at that time. Mr. Rauch responded that long-term plans show that this intersection will become non-existent; however, there are no immediate plans at this time. He continued that they might be able to work with the developer of Brown's Farm to provide an easement that would allow them to install a bike path in the future. Mr. Rauck asked if there was potential for the developer to providing an easement in the event that Haughn Road becomes stubbed. Mr. Reynolds stated that they would be willing to grant an easement for a future bike path. Mr. Rauck stated that they would like to add that condition.

Mr. Linder asked Staff what the current status was on the roadways; Haughn Road to the south and Orders Road to the east. Mr. Rauch stated that there has been a preliminary TIF prepared to address those concerns. With the valuation of the project, it will fund the TIF, and those dollars can be used to fund the roadway improvements. He continued that he would anticipate that this document will be ready to go to City Council at the same time that the development plan is being heard and will specify what type of projects would be planned. As the TIF dollars are accumulated from the project, the road improvements can be started – approximately 2-3 years down the road. Mr. Wilcox stated that it is his understanding that it is their obligation to improve Haughn Road with their development beginning at the start of construction. He added that the impetus for them with the TIF was to be able to extend the sewer from Mount Carmel, under I-71 across the Church's property to service the east side of Haughn Road. An alternative scenario would be to do a lift-station, which would free up additional monies that could be used to assist with roadway improvements.

Mr. Linder stated that he's concerned about the amount of traffic that will be generated along Orders Road due to this development. Mr. Wilcox stated that the traffic study required improvements along Haughn Road but not on Orders Road. Mr. Rauch added that Orders Road is a two-lane road, with the houses being fairly close to the street. Consequently, any improvements from the City's perspective would be for the comfort of that road and not the capacity issue. Once it's improved, the lanes might get a foot or two wider, but the capacity will still remain a two-lane road.

Dr. Dubos asked what would happen to Orders Road if Haughn Road on the north side is turned into a cul-de-sac. Mr. Rauch stated that Haughn Road, coming from the north, splits off into two different segments. Instead of making a turn onto Haughn Road from the roundabout, it would be a continuous right-hand sweeping turn to the south, and the right-of-way is already there. Back in 2003, when Claybrooke Crossing was designed, that was the proposed road configuration.

Mr. Linder asked about the size of the trees in Subarea A, specifically on the side facing the YMCA, for screening purposes. Mr. Wilcox stated that it would be hard to specify the size of the trees; however, he suggested that they could possibly add some gables or some other type of rear interest that could break things up architecturally. He continued that they could play around with rooflines to address that concern. They have 11 building types within the subarea, so they could change things out to accomplish this. Mr. Rauch added that Planning Commission has the ability to specify that they would like additional landscaping to supplement the existing tree line.

There being no additional questions or discussion, Chair Oyster noted two additional stipulations that were added to the original five:

6. A future easement shall be granted for the installation of a bike path connector with Haughn Road.
7. Visual interest shall be added to the rear elevation of Buildings 3 and 4, which back up to Discovery Drive.

Mr. Linder moved to recommend approval of the Development Plan to City Council with the following seven stipulations:

1. Additional evergreen and deciduous trees shall be provided along the west and south property lines of Subarea A (The Residences) and on the north property line of Subarea B (The Cottages) as approved by the Urban Forester to fully screen the site along these property lines.
2. The proposed black split rail fence along Orders Road shall be four feet in height.
3. The site's entry from Fryer Park shall be landscaped with plantings similar to the other two entries in Subarea A.
4. The clubhouse shall utilize the same architectural design and materials as used on the apartment buildings in Subarea A and shall be designed as approved by the Development Department.
5. Mail kiosks shall be black and have a decorative design as was approved with other recent projects.
6. A future easement shall be granted for the installation of a bike path connector with Haughn Road.
7. Visual interest shall be added to the rear elevation of Buildings 3 and 4, which back up to Discovery Drive.

Mr. Rauck seconded the motion, and it was approved 5-0.

ITEM #6 – Sugar Maple Commons – Preliminary Development Plan

PID #201901110004

Ms. Spergel presented the Development Department's findings. She stated that the applicant is requesting approval of a preliminary development plan for a 105-unit luxury apartment development that will be age restricted to adults 55 and older. Each unit is proposed to have one to two-bedrooms, ranging from 1,200 to 1,600 square feet in size and one story utilizing a universal design for better accommodation for aging residents. The site is proposed to contain agrarian architecture and themes, with a modern farmhouse design to the buildings, onsite wetlands, and a community garden, while preserving the existing barn on the site.

This site was previously approved for multi-family residential as part of the Riverwalk subdivision in 2006 with up to six dwelling units per acre. The site was rezoned to PUD-R; however, the subdivision was never developed. The majority of the site, 184 acres of 205 acres of the original development, was donated to the Columbus Metro Parks prior to its construction. The site is comprised of the remaining acreage of Riverwalk. Per the zoning code, the property's zoning reverted to its current SF-1 classification.

The GroveCity2050 Community Plan and Future Land Use Map recommends this site be used as Conservation Neighborhood, which recommends the clustering of housing to preserve more natural areas. This site is also included in the Southeast Area Study, which recommends 0.5 to 1.5 dwelling units per acre. The site's proposed density is 5.17 dwelling units per acre, within the maximum approved density on the previously approved Riverwalk subdivision. Although the proposed density is higher than what is recommended by the Southeast Area Study, the proposed development meets the intent of the Southeast Area Study to preserve the rural character and natural features of the area with its modern agrarian design and increased setbacks from 104. Additionally, the site meets other objectives of GroveCity2050 including continuing to examine development patterns to ensure the City is meeting community needs and connecting into the existing transportation network for roadways and trails.

A total of 4.88 acres of open space are required on the site to meet City code and 2.66 acres of usable space, per that code section, has been provided. Although the site is below the required open space requirements, staff is supportive of the provided open space, as the site will need to be reconfigured and reduced in size to accommodate the future relocation of Holton Road further to the south and the Scioto Grove Metro Park located on the other side of Jackson Pike; easily accessible for the site's residents.

The site is proposed to be accessed from two separate entrances; one from the relocated Holton Road entrance and a second from the site's main entrance off of Jackson Pike. Holton Road is proposed to be relocated further to the south to align with a new entrance into the Scioto Grove Metro Park with a signalized intersection provided at Holton Road and Jackson Pike. The new realignment will infringe into the existing site by approximately 100 feet. This current plan for the roadway is preliminary and additional plans regarding the roadway realignment need to be further reviewed and discussed.

Each street in the site will be private and between 20-feet to 24-feet in width providing two-way access. The narrower street design is meant to deter motorists from detouring through the site rather than using the intersection at Holton Road and Jackson Pike and slow down any vehicles traveling in the site.

The apartment units are proposed to be spread out in 29 different buildings with between two to six units per building, with different greenspaces throughout the site containing amenities, which include a central greenspace in the southeast corner with a dog park and a centralized clubhouse/commons building.

Four foot mounding and extensive landscaping is proposed along the site's frontages on Holton Road and Jackson Pike, including rows of evergreen and deciduous trees. Staff is supportive of this landscaping as it will not only screen the homes from noise and light along the roadways, but will also work to screen adjacent properties from the site.

Much of the site's existing tree stand in the southern portion will be removed to provide space for the wetland basin and some of the units. The trees along the southern perimeter are to be preserved and act as a buffer from the adjacent Southeast Conservation Club. Additional deciduous trees are proposed in portions of this tree line to ensure it will be fully filled in. The same is proposed along the site's western property line, with the preservation of the existing line of trees and additional trees proposed in areas where trees need to be removed to create a continuous line to screen the site from the neighboring residential property.

Each building will contain between two to six units within 29 different buildings. Each unit is proposed to be one story, one-to two-bedrooms and will be between 1,200 to 1,600 square feet in size, with either a one-or two-car garage. The majority of the units will have the two-car garage and 45 of them are proposed with the one-car. The units are designed to be of universal design, meaning that they can accommodate any person including, but not limited to, people with various types of mobility issues, blindness and hearing impairment.

The buildings will utilize a modern agrarian style with large windows and different siding types, including metal, vinyl in earth tones or neutrals, some stone accents and dimensional asphalt shingles. Other architectural features include asymmetrical rooflines, dormers and front porches to be utilized to further break-up the mass of the buildings. The proposed clubhouse will utilize the same style and materials as the apartment homes.

After review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the preliminary development plan as submitted.

Mr. Steven Hicks, Treplus Communities and Mr. Brad Parish, Architectural Alliance, were present to speak to the item and answer any questions.

Chair Oyster asked if Mr. Hicks had anything he would like to add. Mr. Hicks proceeded to express his appreciation to City staff for the process and then gave a brief overview of his company, which provides age-restricted housing. They currently have three projects and Grove City would be their fourth. All of their units are single-story, one- or two-bedrooms with one- or two-car garages; most of which are rear-loaded, to minimize the visual impact of garages within the community. He then listed the numerous amenities within the units and added that there would be a 4,000 square foot common center with multiple amenities.

Mr. Rauck asked Staff what the timeline was on the realignment of Holton Road with the Scioto Metro Park. Mr. Rauch stated that plans have not been finalized. Mr. Rauck asked that when this goes in with the existing Metro Park's entrance and creates a four-way intersection, if there would any type of signalization. Mr. Rauch stated

that he would need to check with the engineers, but he would think it would remain as is and would be signalized. Mr. Rauch asked if there would be any benefit to moving the entrance off of 104 further south so that it doesn't line up with the Metro Park entrance. Mr. Rauch stated that this would be analyzed by the engineers as we move further along. Mr. Hicks stated that in working with other municipalities, they try to make four-way intersections, because it is generally safer when the entrances are aligned. There would be a secondary entrance along Holton Road for residents to have an alternate exit out of the area. Ms. Jennifer Stachler, Public Service Superintendent, added that they would encourage the developer to have the drives aligned in order to avoid any conflict with entrances. Mr. Rauch added Staff would be having these conversations to finalize the plans.

Dr. Dubos asked what the reasoning was for the Holton Road realignment. Mr. Rauch stated that originally, the plan was to bring the entrance to the Metro Park up to the north to align with Holton Road and there was a light planed for that scenario.

Mr. Titus asked what the price-point was to lease the units. Mr. Hicks stated that they would be approximately \$1,900 - \$2,600 per month.

Chair Oyster stated that she was expecting more of a farm-like rural look rather than the more contemporary look of these units. Mr. Hicks stated that they have tried to preserve as much open space as possible on the site – including four of seven major trees on the site. They are also trying to buffer the site from Jackson Pike and Holton Road by having a large setback and having mounding and landscaping along those roadways. They are also trying to do everything the City has requested in order to meet the open-space requirements to meet the rural character. Mr. Parish added that the strategy that Treplus is taking is to not create the monolithic roofline. They want to create a sense of “home” within the community. Chair Oyster stated that part of her concerns were related to the roofline, but also she would like to maintain the rural character. Mr. Hicks stated that they consider it more of an agrarian look, which complements some of the structures in the Metro Park.

Mr. John Sherron, 1080 Holton Road, asked to speak to the item. He stated that this site is directly in front of his driveway on Holton Road and he feels the proposal is identical to the Redwood project, which was brought before Planning Commission in 2017. He proceeded to read through the Analysis of that Staff Report and compared it to the current Staff Report. Upon completion, he asked Planning Commission to consider a recommendation of disapproval for this proposal.

Mr. Rauch asked to address a couple of items. He stated that during the Redwood Development, the GroveCity2050 Plan had not been finalized, nor had the Southeast Area Study. At that time, Staff was looking at maps. With the GroveCity2050 Plan, there is more involved than just looking at maps. There are land use objectives tied behind that map, and many of the objectives set forth with the GroveCity2050 Plan are met by this development. Even though the map says this is a more rural area, it needs to be based on a case by case basis, applying the merits of GroveCity2050.

Mr. Hicks also asked to address a couple of Mr. Sherron's comments. He stated that they have worked very closely with Staff to meet their requirements. They did see the plan from 2017 and feel that they are substantially different. They have lower density, they're age-restricted and have quite a few additional amenities.

Mr. Rauch added that following the Staff Report for Redwood, Staff continued to work with the developer to address some of the underlying issues and had made progress; however, that developer chose to walk away.

Having no further questions or discussion, Mr. Titus moved to recommend approval of the Preliminary Development Plan to City Council as submitted. Mr. Linder seconded the motion; however, it was disapproved by a vote of 4-1 as follows: Mr. Rauch - no; Dr. Dubos - no; Chair Oyster – no; Mr. Linder – no; Mr. Titus – yes.

ITEM #7 – Bank of America – Special Use Permit

PID #201901300007

Ms. Spergel presented the Development Department's findings. She stated that the applicant is requesting approval of a special use permit for the proposed Bank of America drive-thru facility to be located at 2336

Stringtown Road. The drive-thru will serve the new building, which is currently under review and is expected to go before Planning Commission at the April 2 meeting. The proposed drive-thru will be located on the east side of the building and will have a single 12.5-foot lane and a separate 13.5-foot bypass lane. The Staff Report states that the drive-thru is to contain an ATM and pneumatic tube for outdoor banking services, however, the drive-thru is only proposed to have the ATM, which will be in operation 24 hours per day. An exhibit was submitted for the drive-thru which shows that eight vehicles can be stacked in the lane, with the bypass lane beginning on the east side of the building. The lanes go around the front/south portion of the building, allowing vehicles to exit on the north side. The drive-thru is proposed to operate 24 hours per day each day of the week. Staff is supportive of the proposed drive-thru as it will serve the bank site and will be located approximately 400 feet from the nearest residential site, Stringtown Road Apartments, being spaced far enough away as to not create issues for noise or light onto this adjacent residential area.

After review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the special use permit as submitted.

Mr. Matt Venable, Woolpert Engineering, was present to speak to the item and answer questions. He stated that there is currently an empty bank building on this property, and he is seeking approval of a special use permit for a single drive-thru with an ATM only, at a proposed new Bank of America building.

Chair Oyster asked for clarification on the direction of the vehicles. Mr. Venable stated that the schematic has been revised per Staff's comments. Ms. Spergel stated that the drive-thru will be located on the east side; however, there will be different circulation on the south side of the building. The curb-cut will be a right-in only with no exit allowed and there will be one-way access along the western side of the building. She also stated that the dumpster will be located on the outside of the lane to allow for continuous bypass. The Final Development Plan which will outline these details will come through in April.

Extensive discussion was held related to the circulation of the drive-thru and the safety implications involved with the proposed layout for vehicle circulation. The overall consensus was that the flow should be reversed. Mr. Linder asked if it was necessary to specify the direction of the circulation within the Special Use Permit or if it could wait until the Development Plan comes through. Ms. Readler stated that since Planning Commission is wanting to change the direction of the circulation, it should be added as a stipulation to this application.

Dr. Dubos asked if the ATM would be located on an island or on the building. Mr. Venable stated that it is currently situated on an island; however, if the flow of traffic is changed, it will be located on the building.

Chair Oyster asked for a motion on the Special Use Permit with one stipulation related to reversing the flow of traffic so that it will move from south to north.

Mr. Linder moved to recommend approval of the Special Use Permit to City Council with the following stipulation:

1. The flow of traffic shall be reversed to move from the south side of the building down to the north.

Dr. Dubos seconded the motion and it was approved 5-0.

New Business:

Mr. Roby Schottke, Councilman, asked to speak. He stated that given the magnitude of the many projects that are being heard before Planning Commission, he would like the Commission to consider moving the daytime meetings to an evening timeslot, enabling more residents to attend the meetings.

Having no additional items, Chair Oyster adjourned the meeting at 3:10 p.m.



Mary Havener, Secretary

Julie Oyster, Chair