MEETING MINUTES
Planning Commission

February 7, 2023 – City Council Chambers

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

Roll was taken, and the following members were present: Mr. Jim Rauck, Mr. David Frea, Chair Julie Oyster, Mr. Michael Farnsworth, and Mr. Larry Titus. Staff members present: Kyle Rauch, Development Director; Kim Shields, Community Development Manager; Dash Logan, Development Planner; Terry Barr, Development Planner; Terry Ellis, Development Assistant; Rhianna Bergman, Development Intern; Jesse Shamp, Frost Brown Todd; Tami Kelly, Clerk of Council; Kevin Koesters, Public Service Deputy Director; and Scott Shaffer, EMH&T.

Chair Julie Oyster asked for a moment of silence and the Pledge of Allegiance.

Organizational Items:

Chair Oyster asked for approval of the January 3, 2023, Planning Commission meeting minutes. Mr. Farnsworth moved to approve the minutes. Mr. Frea seconded the motion, and the minutes were approved 5-0.

Item #6 – 3131 Broadway (Final Development Plan), Item #7 – 3131 Broadway (Special Use Permit – Car Wash), Item #8 – 3131 Broadway (Special Use Permit – Outdoor Seating), and Item #9 – 3131 Broadway (Special Use Permit – Drive-thru), postponed from the January 3, 2023 Planning Commission meeting, were withdrawn at the request of the applicant.

New Items:

ITEM #1 – Holton Run Section 4 – Plat **PID # 202212280071**

Mr. Barr presented the Development Department's findings. He stated the proposal is for a Plat for Holton Run, section 4, located south of Demorest Drive and East of Haley Way. The development plan and rezoning were approved for Holton Run in 2003, this Plat will continue to create lots and right-of-way per the approved development plan. The proposed plat contains 22 lots and dedicated right-of-way for new roadway, Whirla Way. Two road extensions are proposed extending Haley Way and Chancellor Dr within the 8.011-acre tract.

Mr. Barr concluded after review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Plat as submitted.

Mr. Tom Tolbert, Homewood Corporation, 2700 East Dublin- Granville Road, Columbus, OH, spoke on the item.

Hearing no questions or discussion from Planning Commission or the public, Mr. Frea moved to recommend approval of the Plat to City Council as submitted. Mr. Rauck seconded the motion, and the item was approved 5-0.

ITEM #2 – Holton Run Section 5 – Plat **PID # 202212280072**

Mr. Barr presented the Development Department's findings. He stated the proposal is for a Plat for Holton Run Section 5, located south of Demorest Drive. The Development plan and Rezoning were approved for Holton Run in 2003, like the previous plat, will continue to create lots and right of way per the approved plan. This is the final plat for the Holton Run subdivision. The proposed plat contains 17 lots, dedicated right-of-way for a new roadway, Citation Court within the 6.025-acre tract.

Mr. Barr concluded after review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Plat as submitted.

Mr. Tom Tolbert, Homewood Corporation, 2700 East Dublin- Granville Road, Columbus, OH, spoke on the item.

Hearing no questions or discussion from Planning Commission or the public, Mr. Titus moved to recommend the approval of the Plat to City Council as submitted. Mr. Farnsworth seconded the motion, and the item was approved 5-0.

Item 3 – Tesla Charging Station (Meijer) – Certificate of Appropriateness Appeal **PID# 202210270062**

Mr. Barr presented the Development Department's findings. He stated the proposal is for a Certificate of Appropriateness Appeal to construct a Tesla Charging Station in the Meijer parking lot on London Groveport Road. The application is an appeal to a denied administrative Certificate of Appropriateness from the Building Division in September 2022. The proposed charging stations are in the northwestern section of the parking lot near the interior drive aisle and entrance. Staff had recommended alternative locations; however, the applicant indicated that Meijer prefers the proposed location as it will be less disruptive to existing clientele. The proposed location is between two existing parking islands and will take up 14 parking spaces. A crosswalk is proposed across the drive aisle on the northern side of the proposed stations, with proposed striping shown as white. A concrete curb is proposed between the two parking rows that will hold eleven charging stations. The twelfth station is proposed on the northwestern island. In addition, the four parking spaces directly south of the southern island will be curbed to hold equipment for the charging stations. The proposed charging cabinets will be screened with a 6-foot "saddle" color Trex fence. Twenty-three Spartan Juniper shrubs are proposed to provide additional screening outside the fence and within the curbed area. These shrubs are proposed to be 8 feet max and 100 percent opaque to screen the proposed equipment, noting the height of the proposed cabinets (7.5 feet). A utility transformer is proposed outside the fenced area and will also be screened with Spartan Juniper shrubs to meet screening requirements.

Noting that the applicant has committed to fully screen the mechanicals associated with the charging stations, staff believes the proposed charging stations are appropriate for the area; therefore, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Certificate of Appropriateness Appeal as Submitted.

Mr. Michael Lovett, Tesla Inc., 3500 Deer Creek Road, Palo Alto, CA, spoke on the item.

Mr. Frea asked if there would be another crosswalk connecting to the east to provide safe access to the restaurants in the area.

Mr. Lovett replied he would have to check since it was outside his scope. He mentioned that the proposed crosswalk was intended to provide access to the Meijer store from the charging stations.

Mr. Frea clarified the requested location across the Meijer entrance drive and that his intention is for a crosswalk to be added to allow access to the restaurants.

Mr. Lovett said he could look into the crosswalk.

Mr. Rauck asked if the Meijer store is open 24 hours since the gas station is open 24 hours. He was curious about it being well lit and having ADA crosswalks leading to the gas station that is open 24 hours.

Ms. Kim Shields, Community Development Manager clarified that this request is to convert standard parking spaces into electric vehicle charging parking spaces, so the assumption is that all of those items already meet code and would have been reviewed and approved with the original development plan for Meijer.

Mr. Farnsworth asked about the safety of the battery packs catching fire. He's concerned if Jackson Township is equipped to put out the battery pack fires.

Mr. Lovett replied they haven't had any concerns with the cars. He can't speak to the battery packs; he's focused on the charging stations.

Ms. Kim Shields responded that Jackson Township had not voiced any concerns during the review of this application, but that she will ask them what their future planning is because the demand for electric vehicles is increasing.

Hearing no questions or discussion from Planning Commission or the public, Mr. Frea moved to recommend approval of the Certificate of Appropriateness Appeal to City Council as submitted. Mr. Rauck seconded the motion, and the item was approved 5-0.

Item 4 – Daystarz Child Care – Special Use Permit **PID# 202211170063**

Mr. Logan presented the Development Department's findings. He stated the applicant is requesting approval of a Special Use Permit to allow for the operation of Daystarz Child Care at 5968 Hoover Road. The site is zoned Planned Unit Development – Commercial (PUD-C), and childcare is permitted with an approved Special Use Permit. The business, Daystarz Child Care currently operates in Grove City at 3323 Cleveland Avenue and is seeking to relocate. The business offers year-round childcare services for infants, toddlers, preschoolers, and school children up to age 14. Proposed hours of operation are Monday through Friday 6:00 a.m. to 6:00 p.m. and the facility employs between 12 to 15 employees and is licensed to care for between 75 to 80 children.

Mr. Logan continued by stating that the site plan provided by the applicant indicates that the existing building canopy along the north side of the building will be used as a covered play area, and a new open play area will be installed to the east, between the canopy and property line. The proposed play area will measure 35 feet by 37 feet, and the play areas

will be enclosed with six-foot-high black aluminum fencing. Bollards spaced a maximum of four feet apart are proposed to limit vehicular circulation on site and provide protection to the outdoor play areas. The applicant has stated that they will comply with this requirement and the proposed bollards will be black and decorative in finish. Parking for employees and parent drop off areas are proposed upon entering the site, and 16 existing spaces will be available. Any changes to the interior areas of the building will require the applicant obtain any necessary permits from the Building Division.

Mr. Logan concluded stating the proposed application meets all criteria for the special Use Permit outlined in code, and all GroveCity2050 community plan guiding principles, and 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.

Donyette Dunlap, Daystarz Child Care LLC, 3323 Cleveland Avenue, Grove City, OH, spoke on the item.

Mr. Frea asked about the bollards and the dumpster area, as plans show bollards blocking the dumpster enclosure. Ms. Dunlap replied the dumpster area is being relocated to the front of the bollards and fenced off so the kids won't have access to it, and it will meet all required screening requirements.

Mr. Frea stated the staff report did not mention the number of parking spaces and is concerned it is not adequate. Ms. Dunlap reviewed the proposed parking configuration on the site and replied that she believes the parking is adequate for pick up and drop off.

Mr. Frea asked how many employees will be staffing the facility. Ms. Dunlap stated that up to 12 employees will be on site maximum, but the actual number will be based on licensing requirements.

Mr. Frea asked if the blacktop around the back of the site will be removed or kept. Ms. Dunlap replied that the blacktop will remain but be inaccessible to vehicles due to bollards.

Hearing no questions or discussion from Planning Commission or the public, Mr. Farnsworth moved to recommend approval to City Council of the Special Use Permit as submitted. Mr. Titus seconded the motion, and the item was approved 5-0.

Item 5 – Courtyards at Mulberry Run – Final Development Plan **PID# 202301040002**

Mr. Barr presented the Development Department's findings. He stated this proposal is for the Final Development Plan for the Courtyards at Mulberry Run located north and south of White Road, east of McDowell Road. The preliminary development plan was approved in 2022. Rezoning of both parcels to PUD-R and the annexation of the northern parcel were approved in 2023. This proposal is for a residential development consisting of 74 condominium homes and a clubhouse on approximately 24 acres. The 24.59-acre development is broken into two sections, one north of White Road and one to the south. The northern section is 10.627 - acres, and the southern section is 13.961 – acres.

Mr. Barr continued by stating that the northern section will consist of 40 units with lots measuring approximately 54 feet by 128 feet. This section has one proposed access point off McDowell Road across from Tatera Court. The proposed streets will be private and range in width from 22 feet to 28 feet as approved by the zoning text and is consistent with the width of private streets through other multi-family residential developments. On-street parking will be permitted on one side of

the road in the 28-foot-wide sections including near the open space in Reserve B, which is proposed to feature a pickleball court, bocce ball court and cluster mailbox units. A 20-foot-wide emergency access point with removeable bollards connects from the cul-de-sac to Jody Drive on the eastern side of the site. Based on feedback from existing residents, the applicant is providing either a 6-foot privacy fence or landscape screening along the northern and eastern sides of the site along property lines to screen adjacent existing single-family homes to be chosen by each individual resident. Staff is not supportive of the proposed screening options and believes that landscaping should be utilized for screening along these property lines to be consistent with zoning text and screening approved in other recent residential developments when adjacent to existing subdivisions.

Due to the existing topography on the portion of the development north of White Road, Mr. Barr explained that a standard pond meeting the requirements of the City's Stormwater Design Manual would be difficult to achieve and would likely result in aesthetics not desirable for the area. Instead, plans show a proposed naturalized stream channel containing small basins connected by a stream channel with smaller micro pond basins used to slow the discharge of water. The stream channel and micro ponds will have a gravel basin with bolder outcroppings. Landscaping consisting of stone outcroppings, evergreens, shrubs, perennials, and ornamental grasses are proposed throughout the open space containing the stream channel. Staff is supportive of the proposed stormwater management and landscaping around the naturalized stream channel because it incorporates many of the requirements of a Tier 1 basin in terms of hardscapes and plantings. Improvements are arranged in a manner that reflect a natural stream corridor and are appropriate for the desired character of the area while ensuring appropriate aesthetics given its visibility from White Road. After review with staff, city engineers, and the applicant design team of additional stormwater function, staff no longer believes stipulation 3 as listed in the staff report is necessary.

Mr. Barr then reviewed the southern section of the development, consisting of 34 units, with lots approximately 54 feet by 128 feet and will have one access point off White Road approximately 385 feet to the west of I-71. The private roadway will be 28 feet in width and terminate with a court in the southern portion of the site along with a 20-foot emergency access with removable bollards that connects with Presley Drive. The southern section will contain a clubhouse, pool, bocce ball courts, and cluster mailboxes. The clubhouse is proposed in the northeastern portion along White Road and has 6 head-in parking spaces, 1 of which is handicap-accessible. The southern section will have a landscaped entry feature acting as a wetland preservation area with native plantings. Due to the prominent location of this feature along White Road, it has been carefully designed to ensure appropriate aesthetics similar to Tier 1 basin standards including stone outcroppings, evergreens, shrubs, perennials, and ornamental grasses. Additionally, a large stormwater basin is proposed along the eastern side of the site between I-71 and the proposed houses. The zoning text requires a pedestrian crossing with rapid flashing beacons and a landscaped median be installed across White Road to provide access between the north and south parcels. Based on feedback from City Council and residents, the applicant has proposed to instead extend the sidewalk along the south side frontage of White Road connecting to the clubhouse and utilize the existing traffic signal and pedestrian crossing at McDowell Road and White Road. Staff is supportive of the proposed deviation from the zoning text and believes the sidewalk extension and directing residents to the existing crossing to be a safe alternative to the White Road pedestrian crossing noted in the zoning text. The applicant has provided renderings of seven different models proposed with a color palette containing various shades of white, brown, black, and blue along with stone options of light gray and reddish blue. All proposed models meet the minimum floor area of 1,400 square feet as required by the zoning text.

Mr. Barr noted that the proposed development meets all applicable PUD standards and all applicable GroveCity2050 Guiding Principles.

Therefore, after review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Final Development Plan with the first two stipulations noted in the staff report and reminded the Commission that stipulation #3 from the staff report has been removed from staff's recommendation after further conversations with the city's engineers and the applicant's design team.

Mr. Mike Reeves, Kimley Horn, 7965 North High Street, Columbus, OH, spoke on the item.

Mr. Rauck asked about a sound barrier. He asked staff if that's something they can pursue with ODOT or if it's up to the developer.

Mr. Reeves replied that it's not being pursued at this time. They have additional landscaping in that area. Ms. Shields replied she believes most sound walls are ODOT driven but that there's extensive landscaping proposed, and staff believes the proposed landscaping is appropriate for sound screening at this time.

Mr. Rauck asked if there was ever consideration given to the emergency entrances being actual entrances into the property.

Mr. Reeves replied they had a neighborhood meeting with the residents, and they overwhelmingly do not want full access through the development. It would create a direct cut through to the high school, increasing traffic from White Road to the high school. He mentions that staff's initial recommendation was to have those roadways connect and after discussion and information from the public meetings that it was not the safest to have cut through traffic in the development.

Mr. Rauck asked about the speed limit on White Road and mentioned concern with the peak of the ridge being located where the access point is for the southern section. Ms. Shields replied the speed limit is 35 MPH.

Mr. Reeves replied they've reviewed that intersection in great detail. Placing the intersection at the peak is the safest location for any connection point to White Road. When you're at the peak, traffic leaving the site can see both directions for over a quarter of a mile. If traffic was traveling 55 MPH or greater, they would still meet ODOT safe stopping distance and intersection site distance at that location. Traffic traveling in both directions on White Road at 55 mph (noting the road is posted at 35 mph), would never lose sight of the cars from the peak.

Mr. Rauck asked about school bus access and if buses enter private sites with private roadways. Ms. Shields responded she does not know if school busses will go into the complex, but the street access is large enough for fire truck maneuverability.

Mr. Reeves responded that fire trucks are larger than school busses and that the site can safely maneuver a fire truck.

Mr. Frea is supportive of many changes that have been made. He supports the proposed basin and stormwater features in the northern section and the proposal to use landscaping to buffer instead of fencing when adjacent to existing residences. He also said that two independent communities have been made with the removal of the crosswalk but also feels that removing the crosswalk and using the existing lighted crossing and extending the sidewalk is safer for pedestrians. They'll likely drive and not have enough parking at the clubhouse. He is opposed to the density and will not support this project, as he does not believe that it meets the GroveCity2050 Future Land Use Map of open space and preservation.

Hearing no questions or discussion from Planning Commission or the public, Mr. Titus moved to recommend approval of the Final Development Plan to City Council with the following deviation and stipulation:

1. A deviation to section V(B)(5) of the zoning text shall be permitted to eliminate the required White Road improvements related to the pedestrian crossing.

2. Screening along the north and east property lines on the northern parcel shall be through landscaping, with two staggered rows of evergreen trees planted 12 feet on center as shown on Sheet C-1.

Mr. Farnsworth seconded the motion, and the item was approved 3-2, Mr. Rauck- no, Mr. Farnsworth- yes, Mr. Titus- yes, Chair Oyster- yes, Mr. Frea- no.

There being no additional discussion, Chair Oyster adjourned the meeting at 2:11 pm.

Terry Ellis, Development Assistant

Chair Julie Oyster