



MEETING MINUTES

Planning Commission

June 4, 2024 – City Council Chambers

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

Roll was taken, and the following members were present: Ms. Kim Wemlinger, Chair Julie Oyster, Mr. Michael Farnsworth, and Mr. Larry Titus, Mr. Jim Rauck was absent. Staff members present: Kyle Rauch, Development Director; Kim Shields, Community Development Manager; Dash Logan, Senior Planner; Terry Barr, Planner; Terry Ellis, Development Assistant; Jesse Shamp, Frost Brown Todd; Laura Scott, Planning and Zoning Coordinator; Matt Dicken, Public Service Superintendent; and Tami Kelly, Clerk of Council.

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

Organizational Items:

Chair Oyster asked for approval of the May 7, 2024, Planning Commission meeting minutes. Mr. Titus moved to approve the minutes. Mr. Farnsworth seconded the motion, and the minutes were approved 4-0.

New Items:

ITEM #1 – Rose Castro – Rezoning

PID # 202405010021

Mr. Logan presented the Development Department's findings. He stated the applicant is requesting approval to rezone 0.189 acres on Rose Avenue from R-2 (Single Family Residential) to PUD-R (Planned Unit Development- Residential) with a zoning text. A Preliminary Development Plan for the proposed project was recommended for disapproval by Planning Commission at the November 8th, 2022, meeting and denied by City Council at the November 21st, 2022, meeting. During these meetings, concerns were voiced over several items with the proposed project including the number of units, building placement on site, and parking. The applicant submitted a rezoning application in February of 2023, and this application was tabled in March of 2023. This application was withdrawn at the September 5th, 2023, Planning Commission meeting, and since this time the applicant has revised the application to reduce the number of units proposed to two (2) by removing the dwelling unit from above the proposed garage. The GroveCity2050 Community Plan Land Use and Character Map designates this parcel as a Town Center Core Neighborhood, which lists multi-family residential as a primary use. Town Center Core Neighborhood also promotes a variety of building types and housing, with detached garages located off rear alleys, and the proposed application is in line with the future land use goals identified in GroveCity2050.

The proposed zoning text permits one (1) residential structure containing two (2) residential dwelling units, and a carriage house garage with storage on the second floor, for a total of two (2) units. The proposed garage is to be accessed from the alley along the rear of the lot, like other detached garages in the Town Center area. The text also states that no curb cuts shall be permitted onto Rose Avenue and parking for the proposed project be located at the rear of the carriage house garage. Setbacks established in the zoning text for the duplex structure are 26 feet for the front setback from Rose Avenue, and side setbacks of 4 feet. The carriage house garage will be setback 30 feet from the alley and require side setbacks of 7 feet. Architectural standards are included in the text to ensure quality development on site. The text states that the elevation fronting Rose Avenue must contain at least three architectural elements per elevation. Per the text, the home is to be finished with vinyl vertical board and batten siding in gray or other neutral earth tones. The proposed trim on the home is to be colors complementary to the siding. The maximum height of the duplex structure is to be 35 feet, and the carriage house garage is proposed to be a maximum of 28 feet.

Mr. Logan concluded, stating that as the proposed land use and development standards outlined in the zoning text are in line with the future land use for the area as identified in the GroveCity2050 Community Plan, after review and consideration the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Rezoning as submitted.

Mr. Patrick Castro, 4016 Arbutus Ave., Grove City, OH., was present to speak on the item.

Chair Oyster stated that this is for the Rezoning only. Mr. Castro spoke about the history of the application being tabled, and that after receiving feedback from staff, Planning Commission, and residents, he reduced the number of units proposed from three to two. He stated that the project is in line with the GroveCity2050 Community Plan, and there is a need for multi-family housing, which is appropriate in the Town Center area. He also stated that he has moved all parking to the rear to remove curb cuts on Rose Avenue and keep on-street parking.

Mr. Farnsworth asked if Mr. Castro had changed the anticipated rent cost since the third unit was removed a unit. Mr. Castro replied that since the third unit was removed, the rents would likely be higher, and estimated rents would be between \$1,800 to \$2,300.

Chair Oyster asked if the second-floor storage area in the garage is accommodated so that this space could eventually be occupied. Mr. Castro replied as of right now, this space is not planned to be occupied, but the garage will have utilities because there is a half bath and HVAC unit planned for the garage so that the space is temperature controlled.

Mr. Dash Logan, Senior Planner stated the zoning text specifically says that the second floor will be storage, and in the future, if Mr. Castro wanted to add a unit above the garage, he would need to come back before Planning Commission and City Council for a zoning text amendment.

Mr. Scott Hoy, 5349 Merrybell Lane, Grove City, OH, read a five-page letter in opposition to the proposed project. His primary concerns related to the multi-family use proposed not being in character with the neighborhood, concerns with the proposed building setbacks, fears that the duplex would decrease property values for all, and stated he does not believe the lot is big enough to accommodate a duplex. He stated residents have signed two petitions against the project, and stated he requests that Mr. Castro withdraw the application and construct a single-family home on the site. He asked that his letter be included in the record of the meeting.

Ms. Merilee Dempsey, 3299 Rose Ave., Grove City, OH, spoke in opposition, living across the street from the proposed project. She stated that she agrees with Mr. Hoy's letter and questioned why the storage area needed Plumbing. She stated she would like to see a single-family home constructed. She stated that in 5-10 years, there would be too many cars on the street.

Ms. Kim Shields, Community Development Manager stated that Planning Commission members have received a letter from an area property-owning neighbor that will be included in the meeting minutes.

Mr. Castro addressed some of the comments made on the project. He stated the setback is in line with the average on the street and was requested by the City to match the majority of homes along Rose Avenue. When he purchased the property, the property owner to the west signed an affidavit stating he had no issues with a reduced setback, and the side setback is greater along Mr. Hoy's property line to allow for additional separation. He stated that there were no sliding doors in the second-floor storage area, as Mr. Hoy had indicated in his letter. He clarified that the proposed 220-volt electric to the garage is to allow for heat and air conditioning to allow the space to be climate-controlled.

Hearing no questions or discussion from Planning Commission or the public, Mr. Titus moved to approve the Rezoning as submitted. Ms. Wemlinger seconded the motion, and the item was approved 4-0.

ITEM #2 – Rose Castro – Final Development Plan

PID # 202405010022

Mr. Logan presented the Development Department's findings. He stated the applicant is requesting approval of a Final Development Plan to allow for the construction of a new duplex home with a carriage house garage with storage on the second floor. A rezoning application has been submitted for concurrent review which establishes the development standards for the site, and the Final development plan has been reviewed against these standards to ensure compliance with the draft text. If the Final Development Plan is approved by City Council, the applicant will need to submit for building permits with the Building Division prior to construction.

The proposed duplex structure is shown to be setback 26 feet from Rose Avenue, as required in the zoning text to align with most homes along the north side of the road. A carriage house garage with storage on the second floor is proposed behind the primary structure and will be accessible from the public alley along the rear of the property. Setbacks for both structures as shown on the plans comply with the zoning text for the site. The duplex structure will be approximately 2,600 square feet, with each unit measuring approximately 1,300 square feet. Plans show each unit including two bedrooms and two bathrooms. The duplex structure will be two stories and measure 24' 8" from grade to the peak of the roof. The proposed elevations meet the architectural requirements outlined in the zoning text in terms of materials used and the inclusion of required elements for architectural interest. The proposed two-story carriage house garage will consist of a three-car garage, with a second-floor storage area, and will measure 27' 8" from grade to the peak of the roof. Both proposed structures will be finished with gray vinyl board and batten siding and vinyl soffits. The trim will be painted in an off-white color.

Mr. Logan concluded, noting that the proposed development meets all PUD analysis criteria and is in line with the land use identified for the site in the GroveCity2050 Community Plan, after review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Final Development Plan as submitted.

Mr. Patrick Castro, 4016 Arbutus Ave., Grove City, OH., was present to speak on the item.

Mr. Titus stated that Planning Commission appreciates the project has been going on for a long time and that Mr. Castro has listened to the concerns of Planning Commission members. He stated that he's concerned about having sewer and water service to the garage. He stated he has no issue with the HVAC, but it seems that the intention is to add an apartment. He is also concerned about safe access in the event of an emergency to a future apartment over the garage, due to the narrow

alley. He stated he would be proposing a stipulation to remove the water and sanitary service to the garage prior to the final vote.

Mr. Castro stated that the water and sewer are proposed on the first floor only, and not the second floor. The sewer would need to connect to the alley regardless and is not agreeable to a stipulation. He reiterated that there is no second-floor apartment proposed.

Ms. Wemlinger asked if Mr. Castro would be using any space downstairs as storage for himself, possibly needing a restroom.

Mr. Castro replied that he would possibly use space inside the garage and would need a restroom.

Hearing no questions or discussion from Planning Commission or the public, Mr. Titus moved to add a stipulation that there be no sewer and water to the carriage house and that the space will never be an apartment.

Mr. Farnsworth seconded the motion. The motion for the stipulation failed with a vote of 2-2. Ms. Wemlinger and Chair Oyster voted no.

Chair Oyster asked if the city wanted to comment on this. Mr. Shamp, Frost, Todd, Brown responded that the stipulation fails due to lack of a majority.

Hearing no further questions or discussion from Planning Commission or the public, Ms. Wemlinger moved to approve the Final Development Plan as submitted. Chair Oyster seconded the motion, and the item failed 2-2 due to lack of a majority. Mr. Farnsworth and Mr. Titus voted no.

ITEM #3 – Harris Farm – Final Development Plan

PID # 202401310006

Mr. Logan presented the Development Department's findings. He stated this proposal is a development plan for a residential community consisting of 266 units in four subareas on a 96.3-acre tract of land at the northwest corner of London Groveport Road and Borror Road. A preliminary development plan was approved by City Council in 2022, and the site was rezoned to PUD-R (Planned Unit Development -Residential) in 2023, with a zoning text. The final development plan has been reviewed against the approved zoning text to ensure compliance with the standards outlined in the text. If the final development plan is approved by City Council, the applicant will need to submit it for final engineering review and building permits.

The proposed development will be accessed off an extension of Hawthorne Parkway which currently terminates at Borror Road in the Indian Trails subdivision. The applicant is proposing to extend Hawthorne Parkway across Borror Road to establish a connection with London Groveport Road, matching the intent for future roadways shown on the approved Grove City Thoroughfare Map. The site is proposed to have four subareas, with different products offered in each subarea. Each subarea will be accessed from private streets that connect to the Hawthorne Parkway Extension. Subarea A is proposed to contain a total of 103 free-standing single-family homes, on platted lots to be accessed from private streets. Subarea B is proposed to contain a mixture of attached and detached single-family ranch homes on private streets, with 35 detached lots and 36 attached units proposed. Subarea C is proposed to contain four estate homes, and Subarea D is proposed to contain 88 attached townhome units each with a detached two-car garage. The zoning text requires that structures in Subarea D be set back a minimum of 20 feet from the Hawthorne Parkway Extension. However, to allow for additional off-street parking in the driveways of the units that front Hawthorne Parkway, the buildings are shown with setbacks less than the required 20 feet. As measured on the plan sheets, buildings are shown as close to 8 feet from the edge of the right-of-way, which requires a deviation from the approved zoning text. Staff is supportive of granting a deviation from the requirement, noting that the reduced setback will allow for additional off-street parking while framing the Hawthorne Parkway extension. It should be noted that even with a reduced building setback, structures will still be approximately 35 feet from the edge of the pavement

and leave adequate spacing for sidewalks and required utilities including stormwater. Private roadways throughout the development are shown with a total pavement width of 28 feet, which exceeds the minimum street width of 24 feet required by the zoning text and will allow for on-street parking on one side of the street. The approved zoning text requires public streets to be 28 feet wide, and while the Hawthorne Parkway extension is shown with a width of only 26 feet, staff is supportive of this deviation to match the existing built character of the sections of Hawthorne Parkway to the east. No parking would be permitted on Hawthorne Parkway due to its proposed width being less than 28 feet. Plans also show a 20-foot-wide emergency access drive off Borror Road to the northwest corner of Subarea B.

Per the zoning text, building elevations are to be approved as part of the Final Development Plan, and elevations for subareas A, B, and D were provided for review and approval with this application. Ten different detached single-family models are proposed within subareas A and B, with 7 to 13 different sub-options for each model. Four different elevations were provided for the attached homes in Subarea B, each utilizing a different combination of finish materials. Subarea C is proposed to contain custom homes, and as such no elevations were submitted for review. However, these future homes will need to meet the size and architectural requirements outlined in the zoning text for Subarea C. One elevation was provided for the townhomes in Subarea D. However, the elevation shows each townhome unit receiving a different finish and architectural elements to break up the building and define each unit. The elevations provided for review comply with the architectural requirements outlined in the zoning text.

The site exceeds the required amount of open space required by code, with approximately 30% of the site remaining as open space. Multi-use pathways are shown running along the Hawthorne Parkway extension, through the site's central open space area, which will provide additional connectivity to the City's trail network as well as recreational amenities to the residents. As previously noted, plans show extending Hawthorne Parkway west from the current terminus at Borror Road through the site to connect to London Groveport Road as generally shown on the City's approved thoroughfare map. Plans also show a left turn lane being added on London Groveport Road at the intersection with Hawthorne Parkway for safe access into the development. Additionally, plans show the intent to dedicate an additional 20 feet of right-of-way along the site's London Groveport Road frontage, and all landscaping and sidewalks are kept out of this future right-of-way to allow for the potential future widening of London Groveport Road with further coordination with the Ohio Department of Transportation.

Mr. Logan concluded, noting that the proposed development complies with the standards outlined in the approved zoning text, and will result in a high-quality development, and the proposed development meets the future land use goals and objectives outlined in the GroveCity2050 Community Plan, after review of and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Final Development Plan with the two deviations noted in the staff report.

Mr. Joe Ciminello, Ciminello Land Co., 567 Lazelle Rd., Westerville, OH., was present to speak on the item.

Chair Oyster asked for clarification on where the setback deviation along Hawthorne Parkway would be. Mr. Dash Logan, Senior Planner highlighted the slide to show where the setback would deviate from and noted that the deviation would really only apply to the seven buildings fronting along the south side of Hawthorne Parkway.

Ms. Kim Shields, Community Development Manager clarified that even with the proposed deviation, there is still adequate spacing for stormwater utilities. All the other typical items found such as a sidewalk and stormwater management could still be accommodated.

Chair Oyster asked where the power line easement and emergency access lines would be located. Mr. Logan highlighted the areas on the slide.

Chair Oyster asked if in Subarea D the rear of the townhome units would face London Groveport Road. Mr. Ciminello replied

that the townhome units will front on Borrer Road and London Groveport Road, with garages located behind the units, internal to the site.

Mr. Ciminello thanked the neighboring property owners for their input and collaboration to ensure that everyone was happy with the development. He stated that they have been working with several property owners to ensure that appropriate plantings are installed.

Hearing no questions or discussion from Planning Commission or the public, Mr. Titus moved to approve the Final Development Plan with the following deviations:

1. A deviation shall be granted from Section VIII(D)(4)(a) of the Harris Farm Zoning Text to allow the 20-foot building setback along Hawthorne Parkway within Subarea D to be reduced by 12 feet for a total building setback of 8 feet.
2. A deviation shall be granted from Section VII(A)(1) of the Harris Farm Zoning Text to reduce the width of Hawthorne Parkway from the required 28 feet for public roadways to 26 feet.

Mr. Farnsworth seconded the motion, and the item was approved 4-0.

There being no additional discussion, Chair Oyster adjourned the meeting at 2:18 p.m.



Terry Ellis, Development Assistant



Julie Oyster, Chair

June 4th, 2024

Planning Commission
City of Grove City
City Hall
Grove City, OH 43123

Re: Rose Castro Avenue-Rezoning & Rose Castro Final
Development

Dear Members of the Planning Commission,

My name is Scott Hoy. My wife and I have owned the property at 3290 Rose Ave since September of 2000. We lived there until December 2002. We have actively rented and managed this property since January 2003. We currently reside in our home on Merrybell Ln in Grove City. Our current tenant has been renting our Rose Ave house since 2015.

I am here today, along with others to voice my opposition to the Rose Castro Avenue-Rezoning & Rose Castro Final Development Plan for the following reasons:

1. Rose Ave is zoned R-2 for single-family homes. It has been R-2 since 1975, and we would like it to remain zoned as R-2, not PUD. Indeed, there are two existing multifamily dwellings on Rose Ave. One was built in 1955 and the other was built in 1939. However, both were grandfathered into the R-2 zoning back in 1975.

2. Mr. Castro's vacant lot is too small for a duplex. The Section 3 PUD Analysis, found in the Final Development Plan report, indicated that the minimum lot width requirement for a duplex is 70 feet. Mr. Castro's lot is only 46.6 feet. It clearly does not meet a duplex lot width standard. It is nearly 25 feet short of the minimum requirement. The 2 existing multifamily dwellings on Rose Ave were both built on double lots. One dwelling (3306), which is a duplex, is on a double lot that is 108' wide, the other dwelling (3285-3289), a multifamily unit, is also on a double lot measuring close to 93' wide. This can be seen on the auditor's website. Furthermore, the PUD Analysis also indicated that the side setback requirement is at least 6 feet. The side setback of this duplex is 4 feet, according to the report. Clearly, this does meet the requirement. Obviously, this duplex is too large for this small lot. Historically, this lot has never had the opportunity to be developed for a single-family home, except in 2021 when Mr. Castro purchased it. Since 1949, it has always been attached to whomever owned 3300 Rose Ave. In 1949, Mr. Spinks and his wife bought 2 lots on Rose Ave. He built his house (3300) on one lot and kept the other lot, (Castro's) vacant. He also built his house further back from the street than the other houses on Rose Ave, perhaps, because he was near the end of the street, and he wanted a larger front yard. In 1950, Mr. Herman Grossman, and his wife Betty, built 3290 Rose,

next to the vacant lot, with the same front setback line as 3300 Rose. Over many years, as owners of 3300 changed owners, the vacant lot was always sold with the house. The last owner who lived at 3300 Rose sold the property to an investor in 2021, who did not want the vacant lot, so it was sold separately. Mr. Castro purchased the lot in 2021. We were hoping that Mr. Castro would build a 2 or 3 bedroom single-family home that is fitting for the neighborhood and lot size, with a front setback line that is more in line with 3290 and 3300 Rose. Unfortunately, as proposed, the front setback line will place his duplex so far out toward the street that it will negatively impact the visual enjoyment of the screened in front porch of 3290. Instead of having a nice, full view of the neighborhood, residents sitting on the porch at 3290 will now have their view significantly blocked, mostly seeing a close-up view of a long, vinyl sided 2 story duplex wall. This similarly impacts the residents at 3300 as well, who also have a nice large front porch.

Moreover, from the street view, this new duplex is going to look awkward on this small lot. With its front porch jutting out near to the street, closely packed in between two older, smaller houses, which sit much further back from the street, it will look aesthetically unpleasant, possibly hurting the real estate value of all 3 properties, which in turn could possibly be a loss of tax dollars for the city over time.

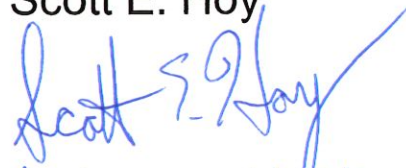
3. Along with the duplex, which again is too large for this small lot, Mr. Castro also still wants to build a 2 story, 3 car carriage house, with a dubious "storage area" on the second floor in the rear of the property. If the second floor is going to be used for "storage", why is a half-bath (water and drain lines) and a laundry area (220 electrical outlet) being installed? Also, according to the plan drawings, why does this "storage area" have sliding glass doors, a balcony, and various size windows? It seems that Mr. Castro's intent is to eventually turn this "storage area" of 900+ sq ft into a living space, so he can eventually have a third rental unit on this lot, which was his original intent before the Planning Commission said no, along with a petition from residents on Rose Ave who rejected this as well. Unfortunately, for many of us, with this dubious, revised carriage house plan, it feels like Mr. Castro is trying to find ways to game this planning commission process in order to gain approval. Mr. Castro's hubris and lack of concern toward the Rose Ave property owners and residents, with this revised development plan, is truly disappointing.

In closing, many property owners and residents of Rose Ave have signed two petitions asking the Planning Commission to reject the Castro Rose Rezoning and the Final Development Plan. We ask that Mr. Castro withdraw this duplex/carriage house plan, and instead,

we ask that he build a 2 or 3 bedroom single-family home with a front setback more in line with 3290 and 3300 Rose. If he wants to rent the single-family home with a typical 2 car garage, we are all fine with that. A single-family home with a garage is fitting for the neighborhood. He would also gain the goodwill, cooperation, and trustworthiness of the property owners and residents of Rose Ave.

Finally, I would like to thank the members of the Planning Commission for giving us the time to voice our opposition to the Rose Castro Rezoning and Final Development Plans.

Scott E. Hoy



614-940-0024

06/03/2024

Dear Grove City City Council, Planning Commission and vested Grove City government entities,

I, Jason E. Feltz, DC, owner of 3725 Broadway at Rose Ave. and 3262 Rose Ave., have been concerned with this Rose Castro Development project on Parcel 040-000742-00 since learning about it in September of 2023. As the last historic Town Center core neighborhood this project does not fit the culture, appeal and ideal neighborhood demographic of this small dead-end street!

Mr. Castro has yet to approach the homeowners of Rose Ave. to get a feel for the neighborhood and what we would like to have as a neighborhood community. Within two weeks of the September 9th meeting Mr. Castro did give me site plans and a letter imploring my help in getting his project approved, claiming my opinion is of "utmost importance." He has not contacted me since after that meeting. If my opinion is of utmost importance, perhaps he should ask all of the neighbors who oppose his proposal for our community what our opinions are.

I, including all of my immediate neighbors, happen to be families with children aged 10 and under. In this first 6 residential homes on Rose Ave. there are a total of 10 children, including mine, and a few days each week we have upwards of 10 other children at our home. The children play outside, ride bikes on their dead-end street. Everyone lets their children outside to play together and the parents gather in community while watching them. The one lane traffic navigation often requires the kids to get off the street for a car to pass through, whether they are residents or the many delivery drivers that come down each day.

It is of concern for all of us neighbors the amount of traffic this new "duplex/garage with plumbing" project will bring. Our dead-end street neighborhood is very narrow with vehicles parking on both sides of the street because only a few homes have a driveway. Only one vehicle can pass down the street at a time. It is already extremely difficult for trash services, snow removal and delivery trucks to navigate. Not only will there be upwards of 12 tenant vehicles parking for this tiny lot and house, but the young adult tenants will use delivery services more frequently than family or older demographics and they will invite their friends over too. This very skinny lot does not accommodate the street parking that will ultimately happen. Tenants will not stack cars three-deep behind the proposed rear driveway as the inconvenience of moving vehicles all the time is taxing. They will park out front along the street instead.

In the new design the Castro team is proposing the garage and space above it as "storage." But they are putting all the plumbing in to make it a rentable unit. It's not going to be storage. Do they still need that large of a driveway/garage for now two units? The biggest cause of concern for the increased traffic however is the impatience of the lessees in two other houses on the street, now and historically. Young adults (delivery or tenants) constantly fly down our street and disregard our "Children At Play" signs and they reflect aggravation and annoyance when a child in "inconveniently" in their path. They are already aggravated enough at the lack of driveways to turn around from. We've experienced verbal threats of harming our children in the past where police had to be involved from tenants of the other two multi-unit houses on the street.

We neighbors would prefer that a single family home be built, matching the construction style of the homes already on the street (Bungalow, Dutch Colonial Revival, Craftsman, Mid-century Ranch) with the prospect of a family moving in their with more children. We don't want a bunch of young adult tenants splitting rent, who tend to not have the maturity or embrace safety for

families as we have witnessed over and over again with other renters on our street. What is the Castro team going to do to ensure the safety and joy of the neighborhood children with this project?

The proposed project proposes 9 parking spaces in the rear of the property with access by way of an alley. While the alley is currently being repaved, it is very tight with sight-line issues with vehicles pulling out of the rear of their properties. As it stands now, only one property on Rose utilizes the alley with an accessible garage. There are many children who live in the apartment complex behind Rose Ave. and they utilize that street to play. With the setback of the proposed garage and tightness of the three car widths, blind spots are going to be a huge issue when tenants pull out. Again, these young adult tenants will be speeding down this alley as those who live in the apartments already do.

The project claims to be targeting long term elderly people, but at a price point of \$2100 per month for the duplex and the former proposed \$1800 per month for the "carriage house" apartment, it is likely that elderly tenants will be living elsewhere. It seems more likely that young adult tenants will want to live here due to stair navigation and with close access to the bars, restaurants, and proposed future amenities with larger projects downtown. By the layout of the units it would be easy to have two roommates per unit splitting rent at that price point. Those young adults could have partners sharing their space as well, leaving a possibility of up to 8 people living between two units and another 4 persons if the garage "storage" is built out. The current proposed rear parking would accommodate for that.

I take issue with the aesthetics in design and layout. The design looks more simplistic and modern like a pole barn with very simple roof lines to save on cost. The homes in our historic neighborhood look nothing like this proposed design and as mentioned above we have Bungalow, Dutch Colonial Revival, Craftsman, American 4 Square and Mid-Century Ranch styles on our street. The culture of our neighborhood has embraced these timeless styles and have invested much money into the restoration and preservation of the architectural detail that brings charm to our town center. And like the Form-Based Code used for town center revitalization, we should propose consistency with our core neighborhoods in home builds too so we don't lose charm and consistency that bring value. The Rose Castro Property proposal lacks charm, character and aesthetics to fit in this neighborhood. For only a 40 foot wide lot, this multiplex "house" is busting at the property lines between neighbor lines and the proposed setbacks. This would not only be an eyesore, but it would be a warehouse in a small neighborhood, burying its neighbors' homes that have farther setbacks and disrupting the charm of the street. At least the other two multi-unit houses look like standard homes and they are on double lots. Should not the Castro proposal match the setback of the immediate neighbors to bring aesthetic consistencies, or does profitability outweigh everything else? This proposal is inconsistent to the housing dimensions to property line ratios seen on this street. The new plan provided an update to yard space that is minimal and gives no place for children to play. This property is not for families and can barely accommodate a dog with the lack of yard space. Are we encouraging the new tenants of this proposal to stay inside and not be part of the community of the neighborhood?

Even with the update, the construction proposal of the project looks very simplistic and attempts to be modern in design, when in fact the plans show an attempt to keep building costs as little as possible through framing and building on a slab or crawl. The rest of the homes on Rose Ave. have a single front entrance and this property proposal wants to devalue the neighborhood

with a duplex entrance on the street. Even with the garage "storage" I see a major lack of adequate storage in closets needed for families and elderly to function in life. I see no ability to "age in place" through the design. I understand this proposal is for a landlord to make money, but to change the character of the neighborhood takes away from the invested money and love into the neighboring homes that have been restored to be family-centric. What happens to the value of their homes when higher urban densities change the landscape of the neighborhood? When we sell our family-centric homes, does interest and value plummet because of evolution of this core neighborhood?

What would I like to see? I would love a single family home be built with the setback of the adjacent homes. I don't mind a driveway with an attached garage. I would love for the aesthetic of the home to mimic the timeless Craftsman style homes on the street and I would love to see a family raise their children on this historically family-centric, core town-center neighborhood. This neighborhood is part of what makes Grove City family-centric and proud. Again, could have Mr. Castro come to the owners along this street to find what would be best in our neighborhood before purchasing the land? At least he could sell it as is as the value has grown. There are so many mixed-use housing and apartment development projects around that this is unnecessary and it violates the neighborhood, neighbors and consistency that upholds housing values. The letter given to me by Mr. Casto does not fulfill any of the community goals it sets, it does the opposite. You can put as many adjectives as you want in the description but it doesn't change the the quality of the project or the community impact.

Thank you for your time and consideration,


Jason E. Feltz, DC

614-403-6733