



MEETING MINUTES

Planning Commission

November 8, 2022 – City Council Chambers with Webex Component

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; Jesse Shamp, Frost Brown Todd; Tami Kelly, Clerk of Council; Mike Boso, Chief Building and Zoning Officer; Laura Scott, Planning and Zoning Coordinator.

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

Organizational Items:

Chair Oyster asked for approval of the October 4, 2022, Planning Commission meeting minutes. Mr. Frea moved to approve the minutes. Mr. Titus seconded the motion, and the minutes were approved 5-0.

New Items:

ITEM #1 – St. John's Lutheran Church – (Certificate of Appropriateness)

PID # 202210010050

Mr. Logan presented the Development Department's findings. He stated the applicant is requesting approval of a Certificate of Appropriateness to construct an addition on the rear of St. John's Lutheran Church on Columbus Street, within the Historical Preservation Area. The proposed addition will be 2,725 square feet and located along the north side of the existing church building. It will be two stories and match the height of the existing building. A drive under canopy is also proposed in the parking area at the entrance to the building.

Mr. Logan said staff is supportive of the certificate of appropriateness as the proposed addition will be designed to integrate with the existing building in terms of architecture and exterior finish materials.

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

Mr. Butch Myers, Church member, 3220 Columbus Street, Grove City, OH., and Ms. Cindy de Mesa, McKnight & Hosterman Architects, 3351 McDowell Road, Grove City, OH. were present to speak on the item.

Mr. Frea thanked them for their continued ministry in Grove City.

Hearing no questions or discussion from Planning Commission or the public, Mr. Titus moved to recommend approval of the Certificate of Appropriateness as submitted.

Mr. Farnsworth seconded the motion, and the item was approved 5-0.

ITEM #2 – Beulah Park Subarea G - Plat (Amendment)

PID #202210050056

Mr. Logan presented the Development Department's findings. The applicant is proposing to replat Beulah Park Subarea G to create a new lot. City Council accepted the plat of Beulah Park Subarea G at the January 3rd meeting with Ordinance C-77-21. This plat included four lots, dedicated right, access easements and sanitary easements. The revised plat creates two new lots out of previously platted lot 225 to place the existing home at the corner of Park Street and Elm Street on its own lot. No additional easements, right-of-way, or reserve areas are dedicated with this plat.

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

Mr. Alex Benson, CESO Inc, 2800 Corporate Exchange Drive, Suite 400, Columbus, OH, spoke on the item.

Mr. Farnsworth asked what the reason for the split was and what happened to lot 226 & 228. Mr. Benson replied there was an existing house and that 226 is on the south side. This was a replat of Subarea G to form 225A and 227. Lot 228 is on the east side of Ginn Drive.

Hearing no questions or discussion from Planning Commission or the public, Mr. Frea moved to recommend approval of the Plat Amendment as submitted.

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

Item 3 – Meadow Grove Estates North #9 - Plat (Amendment)

PID# 202210050057

Mr. Logan presented the Development Department's findings. He stated the applicant is proposing to replat a section of Meadow Grove Estates North Section 9 to renumber existing lots. The original plat for Meadow Grove Estates North Section 9 was approved by City Council in April of 2022 with Ordinance C-18-22 and included eight lots numbered 114-121. However, these lot numbers already exist on the Meadow Grove Estates Section 7 plat. This replat will renumber these eight lots to ensure that there are no duplicate lot numbers in Meadow Grove Estates North.

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

Mr. Alex Benson, CESO Inc, 2800 Corporate Exchange Drive, Suite 400, Columbus, OH, spoke on the item.

Hearing no questions or discussion from Planning Commission or the public, Mr. Titus moved to recommend approval of the Plat Amendment to City Council as submitted.

Mr. Frea seconded the motion, and the item was approved 5-0.

Item 4 – Castro Rose Avenue – Preliminary Development Plan

PID# 202210040051

Mr. Logan presented the Development Department's findings. He stated that the applicant is requesting approval of a Preliminary Development Plan to construct a new, 2,635-squarefoot duplex residence and carriage house garage with a second story apartment on a currently vacant parcel on Rose Avenue. Although the A-1 district of City code allows for 3-8 units, the A-1 district requires a minimum lot width of 80 feet and the lot for the proposed structures is only 48 feet wide. As such, there is currently no zoning district that would allow for the proposed development, requiring the rezoning of the parcel to PUD-R (Planned Unit Development – Residential) to allow for appropriate development standards to be established. The Preliminary Development Plan is the first step in the rezoning process for PUD districts. A rezoning application and Final Development Plan will still be required for the project.

Mr. Logan continued stating the duplex structure is proposed to be set back approximately 35 feet from Rose Avenue to align with most homes along the north side of the road. The duplex includes side setbacks of 5.3 feet from each of the property lines, which is slightly less than the typical 6-foot setback required in code; however, many existing homes along this roadway do not meet the side yard setback requirements on at least one side. Two driveways are proposed along the front of the home, to be accessed from Rose Avenue. A carriage house garage with a second-floor apartment is proposed along the rear of the property and will be accessible from the public alley, running along the rear of the property. The carriage house is set back 15 feet from the alley and approximately 8 feet from each side property line. While setbacks will be finalized by the future zoning text, Staff is supportive of the proposed building placement as shown, as it aligns with the setback and placement of most of the other existing homes in the neighborhood.

Mr. Logan added the duplex structure will be 2,635-square-foot in total, with each unit measuring 1,317 square feet. and plans show each unit including 3 bedrooms and two bathrooms. The structure will be two stories and measure 24' 8" from grade to the peak of the roof. The front of the home is shown to include shutters and a railing along the porch. Architectural standards will be established in the zoning text during the rezoning process and will ensure that the proposed home is in character with the surrounding area. The proposed two-story carriage house garage will consist of a two-car garage, with an 873 square foot apartment on the second story. The garage will measure 27' 8" from grade to the peak of the roof. Two garage doors are proposed along the north elevation of the structure, providing access to the alley along the rear of the property. Both proposed structures will be finished with gray vinyl board and batten siding, and vinyl soffits. Trim will be painted in an off-white color. Standards that will ensure the proposed development is appropriate and in character with the built character of the surrounding neighborhood will be created during the PUD process, and the project can meet all applicable PUD Standards.

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

Mr. Farnsworth asked about 5.3-foot setback in relation to the setback required by code. Mr. Logan replied that typically code requires a 6-foot side setback but noting the size of the lot as well as existing conditions where many of the existing homes do not meet the required setback, staff is supportive of the setbacks proposed.

Mr. Farnsworth asked if most of the structures along this alley were sheds. Mr. Castro responded that the Saxton apartments are accessed from this alley as well as other garages.

Mr. Farnsworth expressed concern for emergency access, noting this alley is only 15 feet in width. Mr. Castro responded that since the alley was servicing the Saxton apartments, he did not understand the concern related to access.

Mr. Farnsworth asked Mr. Rauck what Jackson Township Fire Department's preferred roadway width for access.

Mr. Rauck responded that the Fire Department typically likes to have at minimum a width of 20 feet but noted that there are other alleys all over the city, and asked Staff if the alleys were city streets, if it has a name and who maintains it.

Ms. Kim Shields, Community Development Manager, replied the alley is within a public right of way, and does look to serve as the primary access point for one of the parking lots for the Saxton apartments north of the property. Additionally, in past conversations with the Fire Department, fire apparatus access roads are requested to be a minimum of 20 feet in width, but that is when there is not adequate access from a road.

Mr. Frea noted that the staff report indicated other duplexes existed in the area and asked where they were. Mr. Castro replied Saxton multi family is behind the property, across the street two houses down there is a three or four family, and that a lot of properties that back up to it are duplexes.

Mr. Frea stated that he has concerns with the positioning of the two buildings on the lot and a residence on top of the garage, noting that the duplex is not aligned with the two houses immediately adjacent to the lot, and that the carriage house seems crammed on the lot. He asked what the purpose of the third residence is, and a garage might seem reasonable, but the addition of the residence is concerning. Mr. Castro responded that the purpose is to provide housing that the city needs.

Chair Oyster asked to look at the positioning of the house to the others.

Mr. Rauck asked if it would be financially feasible to have only one residence in the front unit. Mr. Castro replied it would make it more financially difficult.

Mr. Rauck asked if the other homes in the area use as much yard space for driveways. Mr. Logan replied typically the other homes on Rose Avenue do have driveways in the front of the homes, and the applicant was trying to provide one driveway per unit. Mr. Rauck asked if the driveways could be moved closer together for more yard. Mr. Logan responded that initially the driveways were closer together, but they were spaced as shown to maximize yard space.

Chair Oyster asked if there could be one resident in the front unit and two in the back to keep the income the same. Mr. Castro replied there would be no way to get a three-bedroom unit in the carriage house and the site would lose parking by shifting buildings around. Currently each unit has two parking spots, which would change if the buildings were switched.

Mr. Rauck would like the plan tweaked to resemble a single-family unit in the front to fit in. Mr. Castro replied the front porch looks like a single-family home with a singular entrance like other homes in Grove City. He stated that the plan could change to include one single door in the front with two interior doors to each unit.

Mr. Rauck stated with the two driveways it does not appear there is space for on street parking and asked about the width of the driveways. Mr. Castro replied that the driveways are single width, and long enough for two cars. Ms. Shields responded that the driveways are shown as proposed to maintain the existing character of the streetscape, noting that driveways are typically to the sides of houses.

Ms. Shields noted there are public comments about the project that will be included with the minutes.

Chair Oyster asked Mr. Castro if he has spoken with the residents about the project. He replied that he has a signed document from one neighbor, the other is a rental.

Mr. Rauck asked Ms. Shields if the property ever had a residence on the lot since platted in 1923. Ms. Shields replied the Auditors website shows no data so it would appear there has never been a building on this lot. She further noted that similar requests have been reviewed for other vacant lots in the historic town center, where the PUD process is required since there is no zoning district that fits this style of home on these lots, but it is in line with the desired character for the Town Center.

Mr. Frea stated that he does not support three residences because of parking but could okay with the two buildings if the carriage house was just a garage. But the plan is too tight and there isn't enough parking.

Mr. Castro asked what the minimum required parking space per dwelling is. Ms. Shields stated that because this is a PUD, standards are written based on the context of the area. In the R-2 zoning district an attached 2 car garage is required. D-1 requires 1 covered and 1 uncovered space, and multi-family is two and a half spaces per unit. But that the PUD zoning is trying to tailor to the Rose Avenue character and historic nature.

Hearing no further questions or discussion from Planning Commission or the public, Mr. Frea moved to recommend approval to City Council of the Preliminary Development Plan as submitted.

Chair Oyster seconded the motion, and the item was not approved, 1-3. Chair Oyster – no, Mr. Frea – no, Mr. Farnsworth – no, Mr. Rauck – yes, Mr. Titus abstained.

Item 5 – Buckeye Ranch – Development Plan (Amendment)

PID# 202210050059

Mr. Barr presented the Development Department's findings. He stated the request is for a +/- 39,000 square foot mixed use building located at the Buckeye Ranch at 5665 Hoover Road.

He stated in 1997 four tracts of land were rezoned at 5665 Hoover Road along with a development plan for an equestrian center. In 1998 a development plan was approved for an executive and administration building. This proposal is for an administration and residence building, along with a building addition and renovations to the existing structures.

He continued to mention that the proposed buildings are located on the northwestern portion of the 84.68- acre parcel. The proposed location houses the current Buckeye Ranch campus. The new buildings will be accessed from the existing internal street network on the site. New drive aisles and 116 parking spaces, two of which are handicap accessible are proposed in the northwest section. The entryway to the administration building will include a roundabout allowing cars to leave the same way they entered the site. The current configuration includes a dead end in the parking lot south of the roundabout, and the applicant has indicated that it will connect to future roadways in the area to provide additional access in the future.

Next, he stated that the proposed residential and administration building will be 34,514 square feet with a maximum height of 34 feet. The facade will consist of bricks ranging in color from light to dark brown along with black, and multiple large glass windows. The proposed roof consists of 2 roofline elevations, both of which are DMI DynaClad metal roofing. The higher elevated roof in the center of the building will be finished with "DMI Evergreen" and the larger lower roofline will be "DMI Dove Grey". The administration building will have an entry canopy with concrete columns and a white translucent polycarbonate roof.

Mr. Barr continued to state the 7,121 square foot building addition will be attached to an existing building on the southern side of the campus area and will have a maximum height of 28 ½ feet. This building will be finished in reddish brick to match the existing building. The addition will be used for classrooms, a library, multi-purpose rooms and offices. Additional renovations are proposed to an existing 7,336 square foot building for a new kitchen and dining area, and a 4,586 building that is being converted from a gymnasium to classrooms. The administration building has a variety of landscaping proposed around the front of the building including deciduous trees along with evergreens and deciduous shrubs. Per code the parking rows are to begin and end with an island or peninsula that contain one (1) 2' caliper tree. The proposed parking lot on the north side of the site is required to have two islands installed on the ends of the middle row to meet code. In addition, trees are required to be added to all peninsulas to meet code requirements. Currently three (3) trees are required in peninsulas around the building. Two are required (2) in the peninsulas north and south of the roundabout adjacent to the building, and one (1) is required on the north side of the building in the east peninsula framing the parking adjacent to the building.

He mentioned that the proposed development meets all applicable standards of the GroveCity2050 Guiding Principles.

Mr. Barr concluded after review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Development Plan Amendment with the three stipulations noted in the staff report.

Ms. Vickie Thompson- Sandy, The Buckeye Ranch, 5665 Hoover Road, Grove City, OH., and Mr. Jason Harral, Harral and Stevenson, 20 Limestone St. Suite 10 Springfield, OH., were present to speak on the item.

Mr. Titus said he appreciates all that they do.

Mr. Frea asked for help understanding interior roads wanting to know if the sites roads would stub at the new administration building. Mr. Harral replied that there's fencing around a large portion of the site. There is an outside loop road that terminates in front of the administration building with hopes of connecting that in the future.

Mr. Frea is concerned that fire trucks could not turn around in a roundabout. Mr. Harral replied that he has the apparatus templates, and they will fit. Ms. Thompson- Sandy added there's also an emergency gate out front specifically for fire trucks.

Hearing no questions or discussion from Planning Commission or the public, Mr. Titus moved to recommend approval of the development plan amendment to City Council with the following three stipulations:

1. All parking rows shall end in landscaped areas. Landscaping islands shall be added to the east and west sides of the internal parking spaces in the proposed northern parking lot.
2. Trees are required in all peninsulas and islands within the proposed parking area.
3. One (1) 2" caliper tree shall be installed per each 50 feet of basin perimeter.

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

Item 6 – Freddy’s Frozen Custard & Steakburgers – Special Use Permit (Drive- thru) PID# 202209080049

Mr. Barr presented the Development Department’s findings and stated that the applicant is for a Special Use Permit for a drive-thru at a proposed +/- 3,000 square foot Freddy’s Frozen Custard & Steakburgers at 4108 Buckeye Parkway.

He continued to state that the property was rezoned in 2001 as part of the 116.53 Parkway Centre South rezoning from SF- 1 to PUD-C and PUD-R. Planning Commission approved a lot split for 1.158 acres to form a 5.256- acre tract in 2022. The proposed drive-thru is located on the east side of the restaurant. The drive-thru layout has one stacking lane that breaks into two order points before merging back into one lane before the pickup window. Proposed hours of operation are from 10:30am to 10:00pm Sunday through Thursday, and 10:30am to 11:00pm on Friday and Saturday. The drive-thru lane is separated from the drive aisle on the north by a landscaped curbed median. In addition, a landscaped island will be installed to separate the two lanes at the order points. Proposed landscaping for the islands and drive-thru menu area will consist of a variety of plantings including ornamental trees, shrubs, perennials, and ornamental grasses. Each lane will have a menu board with a stone base like the building and a canopy where orders will be placed. Areas containing the order stations and menu boards will be landscaped. Proposed menu boards exceed the maximum height limit of 5 feet identified in the Parkway Centre East Development Text. Proposed menu boards are 6 ½ feet. Menu boards will need to meet the standards of the development text and not exceed 5 feet in height.

Mr. Barr concluded after review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Special Use Permit with the stipulation noted in the staff report regarding menu board height.

Mr. Jonathan Evans, 4240 Airport Road, Cincinnati, OH., was present to speak on the item. He asked if the menu board height could be flexible and extended to 6 feet high because it is 4 feet tall without the mounting.

Mr. Barr responded that the 5 feet in height included the total height including mounting.

Chair Oyster asked staff if there were any other menu boards in the area that are above 6 feet high. Mr. Barr responded not in the Parkway Centre East area.

Mr. Frea stated that he would stay with the text as written with the 5-foot height maximum and commends them for having two order kiosks.

Mr. Farnsworth asked about the drive thru lane capacity. Mr. Evans replied they can stack 20-30 cars reasonably.

Hearing no questions or discussion from Planning Commission or the public, Mr. Frea moved to recommend approval of the special use permit with the following stipulation to City Council.

1. Menu board shall not exceed 5 feet in height.

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

Mr. Barr presented the Development Department’s findings. He stated that the proposal is for the development of a +/- 3,000 square foot Freddy’s Frozen Custard & Steakburgers at 4108 Buckeye Parkway.

He stated the property was rezoned in 2001 as part of the 116.53 Parkway Centre South rezoning from SF- 1 to PUD-C and PUD-R. Planning Commission approved a lot split for 1.158 acres to form a 5.256- acre tract in 2022. The proposed restaurant is located on a 1.158-acre out parcel in Parkway Centre East. The site will have two 20-foot-wide curb cuts off the interior shopping center drive, one entry only and one exit only. The +/- 3,000 square foot building is in the center of the site with the drive aisle wrapping around the building. The site has 42 spaces proposed on the outer portion of the site and exceeds the required amount of 24 spaces per code. The restaurant is proposed to have an outdoor eating area with three round top tables and two square tops, located on the west side of the building facing Buckeye Parkway. The outdoor dining area will be covered by an awning, supported by brick columns that match the building along with a black iron railing and four decorative bollards placed between the brick columns to provide protection from the drive aisle. Proposed tables are currently reddish-brown stone with pebble style tops. All table and chairs should be black to meet the overall design standards of Parkway Centre. The zoning text for Parkway Centre approved in 2001 with Ordinance C-71-01 states that outdoor seating can be approved as part of the Development Plan process. The proposed building will be 3,027 square feet and measure a maximum of 25 feet at the highest point. The building will be finished primarily with brick (“Tavern Flash”, “Havana Red”, “Plantation Red”) and have a cultured stone (“Aspen”) water table on three sides.

Proposed landscaping follows code requirements. Perimeter screening for the parking lot is provided with 36” high shrubs, along with appropriately spaced and sized ornamental trees on all islands within the parking lot. Service structure screening of the dumpster enclosure and wall mounted mechanical equipment will include supplemental landscaping in the form of shrubs and ornamental grasses. The building has a variety of landscaping around the outdoor seating area consisting of shrubs and perennials planted in landscaped beds near the crosswalk.

He then mentioned that the proposed development meets all the GroveCity2050 Guiding Principles.

Mr. Barr concluded 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 stipulation noted in the staff report regarding the tables and chairs in the outdoor seating area.

Mr. Jonathan Evans, 4240 Airport Road, Cincinnati, OH., was present to speak on the item.

Mr. Rauck asked if the walkway to the building could be moved to the southwest corner of the site, off Buckeye Parkway. Mr. Evans replied he could move it.

Mr. Rauck asked staff if the location off Buckeye Parkway was acceptable. Mr. Barr responded that the reason the proposed location was supported was because it was the short distance needed to cross the parking lot when entering off the access road.

Mr. Frea asked staff if other restaurants on this strip walkways are on the side or in front. Mr. Barr replied text requires it come off Buckeye Parkway, and this is on the corner lot.

Mr. Frea suggested it go through one of the two “V” cut out spots in the lot, between parking spaces. Mr. Evans agreed to work with staff on it.

Mr. Frea moved to add an additional stipulation to relocate the pedestrian parking lot walkway to the southwest corner of the site, off Buckeye Parkway.

Mr. Rauck seconded the motion; the second stipulation was approved 5-0.

Hearing no questions or discussion from Planning Commission or the public, Mr. Frea motioned to recommend approval with the following two stipulations of the Final Development Plan to City Council.

1. The pedestrian walkway shall be relocated to the southwest corner of the site and connect directly to the sidewalk/path along Buckeye Parkway.
2. The outdoor seating area shall utilize black chairs and tables to meet the development standards of Parkway Centre.

Mr. Farnsworth seconded the motion, and the item was approved 5-0.

Item 8 – Chick- Fil- A- Final Development Plan (Amendment)

PID# 202210050053

Mr. Barr presented the Development Department's findings. He stated that the proposal is for the development of a +/- 600 square foot addition and drive thru reconfiguration including a canopy at Chick-Fil-A located at 1696 Stringtown Road.

He mentioned the property was rezoned in 2002 as part of Parkway Centre North rezoning. A development plan amendment was approved in 2011 for a small canopy over the menu board. In 2022 a development plan amendment was approved to reconfigure the parking lot and drive thru. This proposal is for an addition and alteration to the drive- thru.

He continued by stating the proposed drive- thru will have two lanes throughout its entirety. A free standing 28- foot wide by 54-foot-long canopy is proposed on the west side of the building over the menu boards. The new drive- thru can stack 34 cars fully within the drive- thru lanes. Previously approved plans from 2022 could stack 32 cars, six of which were in the drive aisle overflow area. The drive- thru will have an order door that allows employees to walk food out to both lanes of the drive- thru to maintain efficient circulation.

Next Mr. Barr mentioned the canopy will be supported by brick columns that match the building material and cover the order stations for both lanes. The proposed roof is flat metal colored black. Staff is not supportive of the flat metal roof as it does not match material used on the building or the proposed canopy and does not meet the character of Parkway Centre structures. A 587 square foot addition is proposed on the rear of the existing building with a height of 20 feet and will match the existing façade in appearance and materials. The addition will be used to expand the current kitchen to allow for increased capacity and reduce wait time for drive thru customers.

He continued that the new configuration will add a curbed landscaped median along the entire west side of the drive-thru which will be landscaped with a variety of trees, shrubs, and groundcover plantings. The proposed median will limit access to the drive thru from any location other than the designated entrance located behind the building. In addition, perimeter plants are proposed along all sides of the property to screen parking areas from the adjacent roadways. Due to the building addition and the reconfiguration of the drive-thru, the open space adjacent to the building has decreased, leaving limited room for landscaping. The proposed plans show shrubs and other ground cover plantings along the west side of the building. While the proposed plan does not meet landscape requirements around the building, staff believes that the addition of the landscape median and other perimeter plantings meet the intent of the code and are appropriately located due to the limited area on the site.

He then stated the proposed development meets all applicable GroveCity2050 Guiding Principles.

Mr. Barr concluded after review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Final Development Plan Amendment with the two stipulations noted in the staff report.

Mr. Jack Meany, GBC Design, 565 White Pond Drive, Akron, OH., was present to speak on the item.

Mr. Meany wanted to speak about how the canopy fits in with the current look of the building and accents but appreciates the staff feedback. He is concerned about the gable elevation. Chick-fil-A respectfully requests staff to reconsider the suggestion. He mentions the intent with the metal roof is to match the accents of the building and blend in with the site. Chick-Fil-A has concerns with the gable roof suggestions due to visual of elevation difference between the building and the canopy. Chick-Fil-A has concerns with the parapet on the canopy because it does not connect to the building it will have a "floating" feel if added to the free-standing canopy.

Mr. Rauck asked about the height of their menu boards. Staff responded that the 5-foot height standard is only for Parkway Centre East and not Parkway Centre North, so the height of the menu boards was not an issue.

Mr. Titus asked what the current drive thru queuing car capacity is at the site. Mr. Meany responded 32 with six being outside of drive thru queuing. The modifications will eliminate the queuing need and contain it all within the drive thru lanes. The addition is for a kitchen expansion and the menu boards are moved back within the drive-thru making the wait time for food delivery much less and increasing the efficiency of the drive-thru overall.

Mr. Frea commented this is a much better plan design than submitted in March. He is not opposed to the flat roof, likes the increased kitchen space and curbed lane to limit access from the drive aisle.

Mr. Farnsworth asked how long the timeline will be. Mr. Meany said the project will close the store for 3- 6 months.

Ms. Carol Hall, 3315 Columbus Street, Grove City, OH., likes the flat roof for bad weather conditions.

Mr. Frea moved to strike staff's recommended stipulation #1 regarding the canopy roof.

Mr. Farnsworth seconded the motion; the amendment to strike stipulation #1 in the staff report was approved 5-0.

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

1. The bases of menu boards shall be finished with brick matching the building.

Mr. Farnsworth seconded the motion, and the item was approved 5-0.

Item 9 – Courtyards at Mulberry Run- Rezoning (R-1 to PUD-R)

PID# 202210050058

Mr. Barr presented the Development Department's findings. This proposal is to rezone +/- 24.588 acres on the north and south side of White Road west of McDowell Road and East I-71 of from R-1 to PUD-R with a zoning text. The southern parcel was annexed from Jackson Township in 1972. The preliminary development plan for Mulberry Run was approved by Council in October 2022. This application is to rezone 24.59 acres from R-1 to PUD- R.

Mr. Barr continued to mention the proposed zoning text permits single family homes, a clubhouse, and recreation areas within the two sections of the development. The Zoning text permits a maximum of 75 units on the two parcels for a maximum density of 3.05 unit/acre. The text requires open space be provided per code standards in Section 1101.9(b) which require that 3.93 acres of open space be provided. Text permits 22-foot-wide roads and sections of 28 feet wide with parking on one side, along with a 20-foot-wide emergency access road with knock down bollards in both the north and south sections.

Next, Mr. Barr mentioned that the text established architectural standards for the development including permitted exterior façade materials including brick, cultured stone, EFIS, wood, and stucco. The proposed clubhouse will utilize similar façade material to the homes. Each home will have a minimum floor area of 1,400 square feet and a maximum height of 35 feet. The zoning text identifies areas for screening along White Road, McDowell Road, and I-71. Proposed screening consists of 4 (four) to 6 (six) -foot-high mounding with 2 (two) rows of evergreens and ornamental trees along the entirety of the property line. In addition, a 6-foot privacy fence along the east and north property line of the northern section to separate the existing homes from the proposed homes. Staff is not supportive of the fence and recommends that landscaping be installed in place of the proposed fence to provide screening. Text allows for deviation from the Grove City Stormwater Design Manual and requires all basins visible from White Road or McDowell Road to be aesthetically pleasing and meet the Tier 1 standard basin as outlined. Text requires a signalized crosswalk across White Road.

Mr. Barr finished by stating the proposed project meets all applicable standards of the GroveCity2050 guiding principles.

Mr. Barr concluded after review and consideration, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Rezoning with the stipulation noted in the staff report regarding screening in the northern section.

Ms. Rebecca Mott, Plank Law Firm, 411 E. Town Street, Columbus, OH., was present to speak on the item. She presented the commission with packets of materials. She had a meeting with the residents of the surrounding area who expressed they would rather keep the old farm fence or have 6-foot privacy fence installed instead of landscaping. She would like to have the landscaping stipulation removed.

Ms. Kim Shields, Community Development Manager replied they were being consistent with other developments including required screening between existing single-family homes and the Courtyards on Hoover.

Mr. Rauck asked what was approved in this development. Ms. Shields replied that the preliminary development plan has been approved. The annexation for the northern parcel is still in consideration. Ms. Shields mentioned the zoning text has standards for screening and that is why it is being discussed now and not with the Final Development Plan.

Mr. Frea asked if it was for 74 or 75 units. Ms. Mott replied 74 lots. Mr. Frea feels the lots are small, with high density. He has concern with cohesiveness due to the separation between the two sections. Ms. Mott replied with a visual aid, that the development fits compatibly with neighboring homes. The open space exceeds the code requirements. She mentioned that a traffic study did not warrant any improvements to White Road and that the pedestrian crossing will help to connect the two sections and the existing park.

Mr. Farnsworth asked if there would be streetlights at the pedestrian crosswalk for night crossing.

Mr. Todd Faris, Faris Planning and Design, 4876 Cemetery Road, Hilliard, OH., responded that there are already streetlights near the intersection but if not adequately lit they will add more. He mentioned that the entryway to the southern section will have lighting added and will help increase the visibility around the crosswalk. Next, he mentioned that the Epcon

design focuses on the courtyard open space within each unit and that is why the homes are laid out and have the setbacks that they do to accommodate the courtyards.

Mr. Rauck asked staff if the street section with the crosswalk is a city street. Staff replied yes.

Hearing no questions or discussion from Planning Commission or the public, Mr. Titus moved to recommend approval of the rezoning with the following stipulation to City Council.

1. The 6-foot privacy fence included for screening in the northern section shall be replaced with landscaping. The final design including species of plantings, spacing, and quantities shall be determined with the Final Development Plan.

Mr. Frea seconded the motion, and the item was approved 4-1, Frea- no.

Item 10 – Harris Property - Preliminary Development Plan

PID# 202210050055

Mr. Logan presented the Development Department's findings. The applicant is requesting approval of a Preliminary Development Plan for a residential community consisting of 338 units on a 96.29-acre site located at the northwest corner of London Groveport Road and Borror Road.

Mr. Logan continued stating the proposed development will be accessed off an extension of Hawthorne Parkway. Currently, Hawthorne Parkway terminates at Borror Road in the Indian Trails subdivision; however, the applicant is proposing to extend Hawthorne Parkway across Borror Road and establish a connection with London Groveport Road, matching future roadways shown on the approved Grove City Thoroughfare Map. The site is proposed to have three phases, each offering a different product, which will be accessed by private roads branching off Hawthorne Parkway. Phase A, located at the northern half of the site is proposed to contain freestanding single-family homes on private streets, and a total of 114 lots are proposed. Phase B, located between London Groveport Road and the proposed Hawthorne Parkway Extension, is proposed to contain attached townhomes fronting on public streets or open space. A total of 76 townhome units are proposed. These townhomes will include detached rear-loaded garages accessed from private roadways. Phase C of the development is located at the corner of London Groveport Road and Borror Road, south of the Hawthorne Parkway Extension. This phase is proposed to contain 148 attached ranch homes fronting on both public and private streets, with service from private streets. Homes in phases B and C are designed to front on London Groveport Road and Borror Road, adjacent to the public right of way but will be accessed from internal roadways. In addition to these phases, materials state that the existing home (the Harris House) on the property is intended to be used as a single-family residence or repurposed to serve the community with commercial and/or recreational uses. The gross density of the proposed development is 3.51 dwelling units per acre (du/ac), and the individual densities of each of the proposed phases are in line with the density of other area developments with the same future land use designation, including the Landings at Quail Creek and the Ravine at Quail Creek.

Mr. Logan stated architectural standards and requirements will be established and finalized during the rezoning process. Per the draft zoning text included with the application materials, the homes in Phase A (Single Family Detached) are to be a minimum of 1,400 square feet, and Lot widths will be a minimum of 50 feet. All homes will have at minimum a two-car garage, and the maximum permitted building height is 35 feet. The units in Phase B (attached townhomes) are proposed to be a minimum of 1,400 square feet and will be in buildings of between 4 and 6 units. Each unit will have a detached

garage which will be at minimum a two-car garage, and the Maximum permitted building height is 35 feet. Phase C will include attached ranch homes, which are proposed to be a minimum of 1,100 square feet. These ranch homes will be in buildings of between 4 and 8 units, and all homes will have at minimum a two-car garage.

Mr. Logan explained that in addition to the extension of Hawthorne Parkway, the applicant is proposing terminating Borror Road north of London Groveport Road, through installation of a cul-de-sac. Potential changes to the intersection of Borror Road and SR665 as indicated on plan sheets will need to be coordinated with the Ohio Department of Transportation (ODOT). Discussion will also need to take place with ODOT regarding the installation of a traffic signal at the new proposed intersection of Hawthorne Parkway and London Groveport Road. A traffic impact study will be required as part of the rezoning application to determine what roadway improvements will be required to accommodate the proposed development. Any improvements to Borror Road will need to be coordinated with Jackson Township as this road is outside Grove City's jurisdiction. Plans show a 20-foot-wide emergency access drive off Borror Road to the northwest corner of Subarea A. This access drive will be routed through the power line easement and is proposed to contain removable bollards per the city's standard drawing C-GC-81.

Mr. Logan continued, per code requirements for Open Space dedication, 15.48 acres of open space are required, and a total of 21.4 acres of open space are provided, which is equivalent to 23% of the site area. In addition to this open space, another 25 acres of open area and green space is included in the proposed development, including areas in the 100- year floodplain and Stream Corridor Preservation zone which cannot be counted toward required open space per Code. Multi-use pathways are shown running along the Hawthorne Parkway extension as well as through the site's central open space area. Staff's expectation is that most of the central open space will be dedicated to the city for recreational purposes and trail connectivity. And in areas where future trails will cross open space that will remain private, public access easements will need to be dedicated over the trails to ensure public access and connectivity. In addition to the multi-use pathways, a sidewalk network is proposed across the site promoting further connectivity between the phases. Further discussions will need to take place with the applicant to investigate the potential for a trail to be added along the site's west property line. It would allow for future trail extensions to provide an additional connection to the Quail Creek Boulevard trail and to the trail currently terminating at northeast corner of London Groveport Road and Hoover Road.

Mr. Logan stated while landscaping standards will be established during the rezoning process to address planting requirements, preliminary landscaping details were provided. Plans include street trees along both sides of the proposed roadways and show new plantings in reserve areas and around entry features. Evergreen screening is provided between the proposed development and existing residences in some locations. Standards to ensure appropriate screening along property lines where adjacent to existing residential areas will be examined with the rezoning application. All retention basins installed along with this development will need to comply with the planting requirements outlined in the City's Stormwater Design Manual. As the homes in Phases B and C are designed to front on London Groveport Road and Borror road where adjacent to the Right-of-way, mounding and screening are not proposed. Instead, a sidewalk, trees and three rail horse fences are proposed. As no units back up to the public right-of-way, Staff is supportive of the treatments proposed by the applicant.

Mr. Logan concluded 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. Joe Ciminello, Ciminello Land Company, 567 Lazelle Road, Westerville, OH., was present to speak on the item. He stated his goal is for people to enjoy the property noting the creeks and topography of the site, and the site is designed to

respect the topography with only one road crossing through the natural area. He stated he is working with EPCON in Subarea A, where 50% of the lots will back up to open spaces. He stated that in meeting the principles of GroveCity2050, they must deal with the extension of Hawthorne Parkway and are well aware of traffic concerns of residents and believe that Hawthorne Parkway can act as a residential bypass for area residents to bypass London Groveport Road from the proposed Development to Farmstead. Homes are designed to front on Hawthorne Parkway and London Groveport Road and will be rear loaded to limit amount of access points onto Hawthorne Parkway. He stated that his vision for Hawthorne Parkway is to be similar to Buckeye Parkway and that the goal is to have the housing types be complementary and designed appropriately. He stated that the Borror Road intersection is a safety issue and the Borror Road intersection is proposed to be cul-de-sac at the intersection at London Groveport Road and includes one access from the proposed development onto Borror to allow for emergency access for existing residents on the east side of Borror Road.

Mr. Farnsworth asked about impact with the 100-year flood line on the property will have on homes from FEMA and need for flood insurance. Mr. Ciminello replied that none of the homes will be in the flood area, and that they all out of that elevation.

Mr. Frea stated he finds it unfortunate that the GroveCity2050 plan designates the site as “medium density” and feels that the plan is inconsistent with city guidelines and thinks the multi-family and single-family homes should be flipped, so the single-family sections are adjacent to Borror Road, and would like to see Pinnacle style homes platted here. He continued that he believes bulbing Borror Road is a good idea for safety but questioned how something other than a car such as a bicycle can go south. He also stated that he believes the infrastructure in place doesn’t support the number of homes planned. He stated that the placement of buildings appears to prevent the ability to widen London Groveport Road, with homes so close to the road.

Mr. Ciminello replied if he flipped the multi-family and single-family homes, the single-family homes wouldn’t be the best single-family homes they could be, and homes would back up to London Groveport Road, which wouldn’t be aesthetically pleasing. He added they agreed to dedicate additional right-of-way along State Route 665 to allow for future widening. The Hawthorne Parkway extension will get traffic off London Groveport Road and prevent the traffic from getting any worse.

Mr. Rauck stated the site is prime for development but suggested extending Hawthorne Parkway to Quail Creek Boulevard instead of State Route 665 to route traffic away from State Route 665 and connect over to the new overpass proposed over the interstate. Mr. Ciminello replied that stubbing Borror Road does not need to be part of the proposed plan and it can remain as is, and access to Borror Road can be eliminated. The rerouting of Hawthorne Parkway would not provide a residential bypass of London Groveport at the proposed development and would necessitate another crossing across the wetlands and streams on the site.

Mr. Frea stated he has concerns that the residential bypass could become a high-speed bypass. Mr. Ciminello responded that since Hawthorne Parkway would be in the City’s jurisdiction, the city can set the speed limit and traffic calming could be incorporated.

Mr. Rauck stated he agrees with Mr. Frea’s comments regarding high-speed traffic, given traffic will be coming off State Route 665. But if connected into Quail Creek Boulevard which has a 35 mile per hour speed limit, traffic would be inclined to drive at slower speeds onto Hawthorne Parkway. Mr. Ciminello stated the speed limit on Hawthorne Parkway could be lowered by the city.

Mr. Ciminello stated that routing Hawthorne Parkway to Quail Creek Boulevard would not be economically feasible for the development.

Chair Oyster commented she feels traffic improvements need to be done, and the stubbing of Borrer Road could help. Areas A & B look attractive and well thought out but feels Subarea C is too dense and would like it to be less dense. Mr. Ciminello replied he would like to keep the density proposed for the preliminary development plan and stated that he has been working with Wilcox communities to ensure the units would be high quality but would look into density with Final Development Plan.

Ms. Christy Stewart, 3180 Park Street, Grove City, OH., asked if anyone was thinking about the school district with this development. She thinks the development will bring too much traffic and add too many students to already overcrowded schools.

Mr. Titus replied he shares her concerns. He stated the school district is kept apprised of all new developments and land has been kept available for a future elementary school in a recent development.

Ms. Jamie Neu, 6428 Borrer Road, Grove City, OH., noted that she had similar concerns about traffic and schools as the last speaker. She also does not want Borrer Road stopped with a cul-de-sac at 665, as it would make her drive time longer.

Mr. Ciminello clarified the intent of the cul-de-sac stating that it would no longer be possible to go north on Borrer Road at London Groveport Road. He continued that all but 76 homes are geared to empty nesters, which based on research generate more property tax than students and does not impact schools as much.

Ms. Neu also asked about the price of the homes. Mr. Ciminello replied the Epcon units are in the \$400,000 to \$500,000 range, and in the Wilcox community rents are slightly above \$2,000 a month, the townhomes closer to \$2,500 and up.

Mr. Dwight Johnson, 6100 Grant Run Place, Grove City, OH., stated he agrees with the commissioners' comments. His biggest issue is with the density, and has concerns with existing infrastructure and traffic impacts, and believes a traffic impact study should be done before the preliminary plan.

Ms. Jodi Burroughs, 6042 Winnebago Street, Grove City, OH., stated she sent an email to Planning Commission. She stated she sat on the GroveCity2050 committee and doesn't know how this site became a medium high-density area. She agrees with many other comments, but London Groveport Road is her biggest issue, given the proposed density. She thinks something needs to be done including widening or other improvements, as nothing has been improved along State Route 665 for years.

Ms. Leslie Hammerick Lutz, 6157 Hickory Lawn Court, Grove City, OH., asked what kind of screening would be provided between the buildings and road in Subarea C.

Chair Oyster replied that it would be landscaping, similar to the City's typical requirements, but at this stage the details have not been finalized, given the plan is preliminary.

Ms. Hammerick Lutz stated that she also has concerns regarding the density and asked if any units would be rentals. She doesn't want the cul-de-sac; it would make more traffic.

Mr. Ciminello responded that Subarea C would be rentals and average just over \$2,000 a month. Landscaping and fencing are shown along Borrer Road for screening and buffering and the architectural elevations will be enhanced where fronting on Borrer Road.

Ms. Hammerick continued that she does not think the cul-de-sac should be included, as it would create more traffic.

Mr. Chris Hines, 6152 Borrer Road, Grove City, OH., has similar concerns as the others. He believes rental properties are segregating the community, and that the apartments should be hidden from view. He stated that he does not believe there should be a connection to Borrer Road and is concerned about emergency access as well as access to his mailbox, which is along the west side of Borrer Road. He stated he also has concerns about dust during construction. He stated traffic on Borrer road is a concern, and that traffic goes up to 70 MPH. He stated he does not feel the cul-de-sac is a bad idea, and the connection of Hawthorne Parkway to Quail Creek Boulevard is a good idea.

Ms. Lisa Kessler, 6180 Borrer Road, Grove City, OH., she concurs with all the other comments, and she feels the plan does not keep the small-town feel.

Mr. Mike Mason, 2392 London Groveport Road, Grove City, OH., stated he has owns 5 acres and the east side of his land runs along the west side of the proposed property. He asked about what will be along his property line, and he wants to protect the wildlife. He also feels 665 needs to be straightened at Borrer Road and 665 widened to accommodate the amount of traffic.

Mr. Ciminello replied that the trees along the property line will be preserved and wants to meet with Mr. Mason before a final development plan to make sure see if Mr. Mason will be satisfied. Mr. Ciminello also said he thought the cul-de-sac would be helpful, but they do not have to install it for their development. Mr. Ciminello also stated that Borrer Road already provides a connection to Quail Creek Boulevard.

Mr. Mason also stated he feels apartments should not be going in, as people living in apartments do not appreciate the area the way homeowners do.

Mr. Titus replied that the city has two new hospitals, and the apartments are needed for hospital staff, and at \$2500 a month for rent, there will not be large families in them. Mr. Titus stated he initially thought about the apartments as well but when he heard the cost of rent, the inclusion made sense to him. The preliminary plan will allow for time to finalize details and ensure concerns are addressed.

Hearing no questions or discussion from Planning Commission or the public, Mr. Frea moved to recommend approval of the preliminary development plan to City Council as submitted.

Mr. Titus seconded the motion, but the motion did not pass with a vote of 2-3. Mr. Rauck – no, Chair Oyster – no, Mr. Farnsworth – yes, Mr. Titus – yes, Mr. Frea – no.

Item 11 – Broadway Live – Preliminary Development Plan

PID# 202210050054

Mr. Barr presented the Development Department's findings. This proposal is for a mixed-use development consisting of residential, retail, restaurant and office space located along Broadway and Columbus Street. The preliminary plan is conceptual in nature and meant to assess if the proposed use and site layout is appropriate.

Mr. Barr mentioned that following this plan there will be a rezoning, final development plan, and constructions plan review. The total acreage is 4.36 and the development is broken into four subareas located along Broadway, Columbus Street, Arbutus Avenue and Cleveland Avenue. Each subarea has unique permitted uses, development standards, and design character that work together to create an overall mixed-use atmosphere desired for the development.

Mr. Barr continued to mention that subarea A is 1.04 acres located on the southwest portion of the site at the corner of Broadway and Columbus Street. This section will wrap around behind the Grove City Brewing Company and Zassy's Taproom to Cleveland Avenue. This area is intended to be mixed-use commercial with multiple tenant space and ancillary uses. The main use of this subarea is a food hall with multiple vender spaces on the first floor of the proposed two-story building. The food hall is proposed to have a covered plaza and an 800 square foot stage area and tv screens. The second floor of the building will include office space, a banquet hall, and an open deck area. The combined square footage of Subarea A is approximately 22,000 square feet, including nearly 8,600 square feet of exterior space. The proposed building in Subarea A has a footprint of 24,600 square feet and a maximum height of 47 feet at the ridge of the roof. The exterior of the proposed building utilizes materials including brick, corrugated metal panels, concrete masonry units (CMUs) and large glass windows.

Next, Mr. Barr stated that subarea B is 0.75 acres located behind Subarea A along Columbus Street and Arbutus Avenue. This subarea is proposed to include residential walk-up units. The proposed building has a 14,000 square foot footprint and a maximum height at the parapet of 58 feet.

Mr. Barr continued to state that subarea C is approximately 0.82 acres and is located along Broadway north of Cleveland Avenue. This area is proposed to have a mixed-use building with permitted uses of retail, restaurants, office, and multifamily residential. The proposed building has a 26,000 square foot footprint with a maximum height at the parapet of 65 feet. The proposed building façade will consist of 5 brick, fiber cement panels, stone, glass, and CMUs with a color palette of charcoal, light grey, red, taupe, and buffstone.

Next, Mr. Barr stated that subarea D is approximately 1.88 acres and is located behind Subarea C along Cleveland Avenue. Permitted uses in this subarea would include multi-family residential, parking garage, leasing office, and amenities for the complex. The proposed building has a 38,000 square foot footprint and a maximum height of 80 feet at the top of the parapet. The proposed building façade will consist of similar materials to Subarea C with brick, glass, and fiber cement panels.

In depth reviews will occur with future applications including the rezoning and Final Development Plan applications to address parking, landscaping, utilities, and open space. Provided material proposed changes to the traffic circulation around the site. Cleveland Avenue is currently one way, eastbound from Broadway to Third Avenue. Plans show Cleveland Avenue as one-way, westbound towards Broadway. Plans show First Street being vacated to allow for the construction of the food hall. Staff is working with the applicant in preparation for a traffic study to be conducted to identify anticipated traffic flow generated by the proposed development and any necessary area roadway improvements.

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

Mr. Barr concluded after review and consideration, noting that aspects of the proposed development including parking, landscaping, utilities, and open space will need further review during the rezoning and Final Development Plan to ensure appropriateness for the area, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Preliminary Development Plan as submitted.

Mr. Tim Kaskewsky and Mr. Ethan Temianka, Axiom Ventures, 159 E. Livingston Avenue, Columbus, OH., were present to speak on the item. Mr. Temianka mentioned wanting to create a community hub with cohesive design. Mr. Kaskewsky spoke on the architecture and designing the site in line with the Town Center Framework Plan and trying to keep the scale in line with the surrounding structures and uses.

Mr. Robert Hall, 3315 Columbus Street, Grove City, OH., asked how people will be living within four acres. He indicated that he does not like the density and would like the new structures to mirror the existing features in the area. He thinks it's far too large of a project, and has traffic and parking concerns. Mr. Temianka responded that they have had conversations with city staff about that building and possible options for its future.

Mr. Steve Jackson, President of the Southwest Franklin County Historical Society, 2016 Autumn Wind Drive, Grove City, OH., does not like the scale, architecture, or density. It will change the whole downtown character of Grove City. He also noted that he would like the original St. John's Lutheran Church at the corner of Arbutus and Columbus Street saved and moved to Century Village at someone else's expense.

Ms. Linda Lewis, 3247 Lotz Drive, Grove City, OH., said we aren't Dublin, and this development looks like Dublin to her.

Matter of Order: Chair Oyster left the meeting. Still having a quorum of four, the Planning Commission meeting continued through the last item.

Mr. Patrick Castro, 4016 Arbutus Avenue, Grove City, OH., likes the project but believes it needs more parking. He feels some units should be for sale, not just rentals. Mr. Kaskewsky mentioned that ownership between condo and apartments changes over time with other similar developments.

Ms. Patti Roose, 3278 Columbus Street, Grove City, OH., is excited about the new retail and restaurants but thinks it needs more parking. She suggested underground parking like Gahanna Creekside has. She noted that she also thinks apartments are too dense and wants to see brownstone buildings along Columbus St.

Mr. Kim Roose, 3278 Columbus Street, Grove City, OH., thinks the project is too big for the area.

Ms. Christy Stewart, 3180 Park Street, Grove City, OH., loves being near downtown, but the density is way too much. She noted that she is excited about the restaurants, but also concerned about the flooding on Lotz Road and the noise. Mr. Temianka mentions that the floodway will not be altered in any way during construction. Sound studies and mitigation methods are being looked into for the development.

Ms. Carol Hall, 3315 Columbus Street, Grove City, OH., echoed a lot of the prior comments, and that she felt the scale is too big. She noted that she had to jump through hoops to remodel her home so that it would fit in the historical district. She feels owners will care more about their home versus renters. She noted that she liked the concept but felt this was in the wrong area.

Mr. Titus lives across the street and is in favor of it with tweaks. He suggested condos instead of apartments on the corner of Columbus Street and Arbutus. Mr. Kaskewsky said they would consider it, he mentioned that they need the density to attract restaurants and other things to the downtown area and these units provide the disposable income needed. Mr. Titus also asked what the price range of the apartments are. Mr. Temianka and Mr. Kaskewsky mention \$1,200 to \$1,300 or about 2 dollars a square foot. Mr. Temianka mentions the thought that has gone into the food hall and creating the best experience for the guests.

Mr. Frea thinks it's good for the city overall, but that it needs lots of study and community input, and that more parking needs to be put in for events as well as the residents. He suggests they get community input. He feels this is the best place in the city for multi-tenant residential. Ethan mentions that comprehensive parking solution discussions are taking place with the applicant and the city.

Kyle Rauch, Development Director, noted that development in the Town Center is very complex and we must have a partnership with the developers for it to work in terms of utilities, telecom, fiber, water, sewer, and other aspects. He referenced other projects that included partnerships in terms of parking such as Broadway Station where a new parking facility was constructed off Park Street. He noted that it takes time and we have to be innovative. It's important for us to activate our downtown 24/7, not just on weekends or for events.

Mr. Rauck noted concerns regarding the scale of the development and what the downtown can absorb, and the desire for the development to offer more continuity with the existing character of the area.

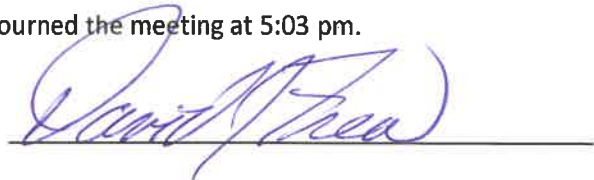
Hearing no further questions or discussion from Planning Commission or the public, Mr. Titus moved to recommend approval of the Preliminary Development Plan to City Council as submitted noting expectations for additional community input to take place.

Mr. Frea seconded the motion, and the item was approved 3-1, Mr. Rauck - no.

There being no additional discussion, Vice Chair David Frea adjourned the meeting at 5:03 pm.

A handwritten signature in blue ink, appearing to read "TELL", is written over a horizontal line.

Terry Ellis, Development Assistant

A handwritten signature in blue ink, appearing to read "David Frea", is written over a horizontal line.

David Frea, Vice Chair

Harris Property - Preliminary Development Plan

Name	Address	Date Contacted	How Contacted	Message
Andy Sweigart	6000 Borror Road	10/12/2022	Email	Hello, I see materials regarding the proposed Harris Farm. I have significant concerns with this because there is nothing addressing the section of Borror Rd from this newly proposed Hawthorn Parkway extension to Quail Creek. This will increase the traffic on this road significantly as many people venturing towards the east side of Stringtown road will connect through Buckeye parkway and this plan will increase the traffic on this stretch of road. This stretch of road, which I live on, does not have curbs, gutters or sufficient walking paths. I believe this plan should include improving that stretch of road due to the anticipated increase in traffic and usage. I also anticipate many will prefer to avoid SR665, as this does not seem to indicate there will be a light at the new intersection of Hawthorn parkway, which also means access to Hoover rd may occur via the Borror Rd. connection to Quail Creek. I am not opposed to the development at all provided that this oversight is addressed and corrected. I am sure there is no desire from the developer to do this, but this is going to impact me as an impacted property owner. I do not see any formal public feedback, so please let me know the meeting time etc. where I can voice my concerns if this is not a sufficient way to do so
Andy Sweigart	6000 Borror Road	10/13/2022	Email	Thank you for the quick response. I would very much appreciate your sharing my concerns and I will watch and try to attend that meeting. I would also be very interested in how their traffic study will be conducted. I fear there will be assumptions made (such as xx% of new residents will use SR665) with no basis for that assumption. I would like to see a true study with 3 car counters. One placed on the existing Hawthorne parkway monitoring how many cars exit westward onto Borror rd. Then a counter measuring how many of those cars proceeded south and how many proceeded north. Whatever percent heads south would likely exit the proposed development via 665. I believe applying this percentage would give a very realistic estimate how how residents of the existing Indian trails leave their property. This percentage should then apply to the new proposed development, adjusted for the difference in household quantity. I am sure this is not the normal method but there is a lot of traffic on this narrow road and this will very much make it worse. I also anticipate the Condo crowd being on the older end of age, so they likely will opt to pull out into a 35mph road vs 55mph. Again, I'm not trying to stop anything. Just ensure all considerations are given and any assumptions reasonable. Thanks again, and I am happy to elaborate or explain more if needed.
Jamie Neu	6428 Borror Road	11/1/2022	Email	I would like to know when the council is proposing to have the community meeting regarding this new development and it's impact on existing infrastructure and schools. If you could please forward a date, I would greatly appreciate it. Jamie Neu Borror Rd. Resident
Earl Hanlon		11/1/2022	Email	Will state Route 665 be widened, dedicated turning lanes put in and traffic lights added? Will Borror road be widened? I would think this needs to be done before any building of any houses begin.

Harris Property - Preliminary Development Plan

Name	Address	Date Contacted	How Contacted	Message
Jodi Burroughs	6042 Winnebago St	11/4/2022	Email	Good Morning Development Team, Planning Commission, and City Officials I understand that the large piece of farmland at the corner of Rt 665 and Borror Road is scheduled to come before Development for review and an approval/disapproval vote on November 8, 2022. Although this project is in line with the Grove City 2050 Plan when looking at the "Land Use" section, I and many in the area feel that keeping the development to only allow single-family dwellings with the current zoning of SF-1 is more consistent with the current land use already in this area. This area is a very mature neighborhood built over the years with only single family residents. The proposed development with multi family units along Rt 665/Borror Rd would completely change the "feel" of all of neighborhoods along Rt 665 East of Hoover down to Rt 104. GroveCity2050 also mentions the need for improvements of this corridor along Rt 665, which has only worsened since the release of the GroveCity 2050 plan (see page 37+ for details) just based on the fact of growth in general and other developments occurring within Grove City in this area and along Rt 104 as well. There is also wide concern about high speed traffic already along Rt 665 and large trucks that use it to avoid I-74 and I-270 to cut across to Rickenbacker and other distribution areas. Nothing has been done at all to address Rt 665 traffic and needed improvements in the past 4 1/2 yrs since GroveCity 2050 was released. I am not opposed to the future development the land into low density, single family homes if the development plan from the developer and the City also includes the proper improvements to the roadways and infrastructure prior to the development occurring, as many of us understand the need for housing in the Central Ohio market. However, I feel strongly that the land can be developed as it is already zoned with a plan that only involves single family units, making it "fit" into the current landscape better and still support the growth of the area. I thank you for your time and consideration of these details and facts. As a long time resident of Grove City, I support the growth of our City as it is needed to keep businesses, the next generations of residents, and our community growing. However, we must invest in the proper infrastructure before allowing too much of this rapid development to become a deterrent and frustration to growth.
Christopher Hines	6152 Borror Rd	11/8/2022	Email	Grove City Development Department & Planning Commission, 1) Is there a plan included for the relocation of the mailboxes that line the property on Borror Rd? 2) Why is there is a connection from Borror Rd. south of Hawthorne into the development if Borror Rd. is planned to be a no outlet? Fire trucks would not take this route to Borror, and this would create unnecessary traffic on a dead end road. I would propose that there be no connection made to the new development south of Hawthorne if the plan proceeds as outlined. 3) What is the intersection solution for the new addition to Hawthorne? 4) Borror Rd is smaller rd. and No Parking on street signs should be erected if turned into a no outlet rd. It would be difficult to navigate the roadway, especially in winter if the Multi family residences begin using Borror as street parking. 5) Are there any reimbursement plans for current residents of Borror rd. East of the Harris property who's enjoyment of their property will be impacted while development is in progress? The wind that comes across the field is often times strong, which will blow dust and debris onto the current properties from any construction efforts, having a direct and adverse impact on quality of life, as well construction noise and possible utility outages. When these things do occur, who are the residents to contact, and what should be expected? 6) The area currently floods regularly due to runoff through the field. Is there an adequate drainage solution proposed to make certain there will be no adverse flooding impacts during the construction phases? 7) The addition of rental properties near established neighborhoods can sometimes have adverse impacts on the surroundings residents and community. Owner occupied residences would likely be better received by all surrounding residents. If rental properties are planned - can the planned location be confirmed on the development plan? (Nearer New Hawthorne and 665) These are a few of my current thoughts regarding the development plan at this time. Thanks for your time and consideration. Chris Hines

Castro Rose Avenue -Preliminary Development Plan

Name	Address	Date Contacted	How Contacted	Message
Scott Hoy	3290 Rose Avenue	11/2/2022	Email	I own the property located next to the Castro Rose Ave Rezoning project. I am opposed to having a 3 family unit built on that lot next to my property. This is a quiet residential street with mostly single family homes. I am fine with building a single family home on that lot. Is there a process that neighbors who on homes on the street can petition the city to stop this rezoning? Thanks
Scott Hoy	3290 Rose Avenue	11/3/2022	Email	I own the property located next to the vacant lot that is being considered for rezoning, under the Castro Rose Ave Rezoning project. I am opposed to having that lot rezoned, so that a 3 unit rental dwelling can be built on the vacant lot next to my property. I have spoken to 2 other property owners on Rose Ave who are opposed as well. This is a quiet residential street, with mostly single family homes. We are concerned that a 3 unit dwelling on such a small lot would increase more traffic/parking concerns. Additionally, as we all know, some tenants will allow others to live with them who are not on the lease, creating a situation where you have 3 or 4 people living in a 1 or 2 bedroom dwelling, respectively. Consequently, there could potentially be 9 to 12 people living in that 3 unit dwelling on such a small lot. We are fine with keeping the vacant lot zoned as residential and building a single family home on that lot. Is there a process that neighbors who own homes on the street can petition the city to stop this rezoning? Thanks
Stephanie Fox	Not Provided	11/3/2022	Email	I am emailing as a concerned resident on Rose Ave for the proposed plan for Castro Rose Ave. Please advise me on the best way to bring forward concerns from the residents on this street. I see a Nov 8th 1:30 time listed on a letter to the property owner- is this the time we (residents of of Rose Ave) can voice our concerns for this building
Merilee Dempsey	3299 Rose Avenue	11/3/2022	Email	I would like this E-mail shared with the Grove City Planning Meeting on November 8, at 1:30 pm concerning the Castro Rose Avenue Project. Thank you. My name is Merilee Dempsey. I own the property directly across from the proposed project. I wish to make my objections to this rezoning/project known to the planning commission. I feel the project will bring traffic and parking problems to our already crowded narrow street. The rezoning will change the character of our neighborhood of predominantly single family owned dwellings. The proposed change increases the number of non owner occupied homes, which add to rental property maintenance issues adversely affecting neighborhood property values. Thank you for your attention to this issue
Kelly Collins	3303 Rose Avenue	11/7/2022	Email	My name is Kelly Collins. I am the owner and live at 3303 Rose Avenue. I am opposed to construction of a multi-family residence on the vacant lot on Rose Avenue, next to 3300 Rose Avenue. This small, dead end street is already overwhelmed with traffic and congestion. Daily, vehicles, including large trucks come down this street and turn around in our driveways to exit back out to Broadway. FED-EX, Amazon, drivers patronizing the two businesses on each corner at Broadway, and other miscellaneous vehicles. Both sides of Rose Avenue, closer to Broadway are lined with parked cars day and night. Small children frequently play on and near the street, crossing back and forth and riding their toys, bicycles, etc. More construction will have a negative impact on our quality of life in this small, already heavily traveled neighborhood. Please share this with the Planning Committee. Thank you.

Broadway Live- Preliminary Development Plan

Name	Address	Date Contacted	How Contacted	Message
Matt Brown	Unknown	10/30/2022	Email	Hello Terry...in regard to the Broadway Live development I am curious if the city will take advantage of this opportunity to look at relocation/burying of the electrical lines and utilities in that area and in downtown GC in general? I feel like downtown GC has some charm but much is lost due to the mess of power lines and other utilities overhead and this would be a great chance to look at hiding those underground. Thanks