



MEETING MINUTES

Planning Commission

Tuesday, November 3, 2020 – Virtual Meeting

The meeting was called to order at 1:37 p.m.

Chair Oyster asked for a moment of silence and the Pledge of Allegiance. Roll was taken, and the following members were present: Chair Julie Oyster, Mr. Mike Linder, and Mr. Jim Rauck. Dr. John Dubos and Mr. Larry Titus were absent. Other staff members present: Kyle Rauch, Development Director; Kim Shields, Community Development Manager; Kendra Spergel, Development Planner; Jimmy Hoppel, Development Planner; Dash Logan, Development Planner; Hannah White, Development Assistant; Jennifer Readler, Frost Brown Todd; Kevin Koesters, Service Superintendent; Nick Mill, EMH&T; and Laura Scott, Planning and Zoning Coordinator.

Organizational Items:

Chair Oyster noted a quorum was present and asked for approval of the October 6, 2020, Planning Commission minutes. Mr. Rauck moved to approve the minutes. Mr. Linder seconded the motion, and the minutes were approved 3-0.

In order to accommodate technical difficulties experienced by applicant(s), the order of agenda items was adjusted to move Item #1 Titus Carriage House – Certificate of Appropriateness to be the last item reviewed at the meeting.

New Items:

ITEM #2 – Balanced Family Academy – Development Plan

PID #202009020046

Mr. Logan presented the Development Department's findings. He stated that the applicant is requesting approval of a development plan for a new one-story, 10,000-foot daycare facility on Hoover Road, within Subarea A of the proposed Bluegrass Park development.

The rezoning for Bluegrass Park was approved by City Council in September and rezoned the site from SD-1 to PUD-R and PUD-C with a zoning text. This development plan has been reviewed against the zoning text for the site, including an in-depth review of the site's layout and design. Upon receiving a recommendation from planning commission, this application will proceed to City Council. If approved, the applicant will work with the Service Department on a site improvement plan and final engineering review, and the building division for permits.

The building will be generally centered on the site, with parking in the front and rear. The drive aisle along the rear of the property establishes the primary rear access drive for future outparcels within the Bluegrass Park development and is spaced appropriately per the standards set in the zoning text.

A 14-foot-wide, one-way drive aisle is proposed along the north side of the lot, which will connect the front and rear parking areas. This drive aisle runs along the proposed northern property line with no setback established. Staff is supportive of a deviation from the required five-foot setback because plan sheets indicate that this drive aisle will be widened when the parcel to the north is developed to accommodate two-way traffic. Jackson Township Fire voiced concern over the narrow drive in order to provide safe access around the site; however, the applicant has indicated that this “drive aisle will be constructed to include off-site additional width to satisfy Fire.”

The site will have three points of access – two off a southern private road and a third from Hoover Road. The proposed private southern road will be extended in the future to access other developments within the Bluegrass Park project; therefore, the design and placement of this road was of key importance. In order to place this southern road in a manner to eliminate any potential impact to the existing Hoover Road / Quail Creek Boulevard intersection, stacking capacity to access this southern drive from Hoover Road had to be reduced. An additional access point to Hoover Road is proposed to be full-access-in and right-out at the northern edge of the Balanced Family Academy site to alleviate conflict between vehicle stacking in turn lanes on Hoover Road. The zoning text for Bluegrass Park allows for one additional right-in/right-out access point between the future Birch Bark Trail extension and the southern access road; therefore, the proposed full-in / right-out access point is a deviation from this text. Staff is supportive of this deviation, as the left-in access will serve to alleviate demand at the southern access drive.

Because this southern private roadway will be extended in the future to serve other developments within the Bluegrass Park project, a separate development plan will need to be submitted to examine the placement and aesthetics of this and other roadways as well as other development-wide improvements including street trees, lighting and stormwater.

Stormwater is proposed to be managed by an off-site basin, directly to the west of the proposed Balanced Family Academy site. The applicant has indicated that this basin will eventually be expanded to serve the entire Bluegrass Park development, to be reviewed under a separate development plan. Since the proposed basin will need to be modified to accommodate additional volumes as Bluegrass Park is built out, the basin may initially not meet the aesthetic design standards the City requires, however the zoning text requires that the pond be designed with a variety of landscaping and shoreline protection.

The building is proposed to be one story, 22 feet 8 inches in height, and 10,254 square feet in size. The roofline varies in pitch, which staff believes breaks up the mass of the building and provides architectural interest, and all rooftop mechanical will be screened by the building’s parapet. The primary material used on the building is gray brick, with wood siding used for accent. The zoning text requires at least 33% of the building be finished in brick, brick veneer, stone, or stone veneer, and the proposed materials meet this requirement.

The dumpster enclosure will be finished in a brick veneer capped with prefinished metal coping, with galvanized steel gates. The materials used for the enclosure will match the materials used on the building to maintain a cohesive feel on the site.

Submitted landscape plans show landscaping throughout the site in conformance with the approved zoning text. In addition to proposed new landscaping for the development, plans note the preservation of the existing trees along Hoover Road, as required per the zoning text within the "Hoover Road Tree Corridor" extending 45 feet from the back of the Hoover Road curb.

Pole lighting is proposed to illuminate the parking lot and drive aisles, and three wall mounted fixtures are proposed along the north elevation of the building. Per the zoning text, all lighting fixtures on site shall be black downcast LED, to match the fixtures used at nearby medical offices, and the proposed fixtures comply with this requirement.

No lighting fixtures are currently proposed along the south building elevation, and the photometric plan shows 0.0 footcandles at the proposed building exits on this side. Staff believes additional fixtures should be added to meet the 0.5 footcandle requirement to ensure a safe environment. Additionally, no lighting is shown on the southern access drive or the northern access point. As these are features relate to the overall Bluegrass Park development, staff will expect that these improvements be addressed with future development plan(s), as indicated by the applicant in their response letter.

Signage is proposed on the east and south facades of the building. In addition to the proposed 136 SF sign on the east elevation and a 53 SF sign on the south elevation, both of which display the business name and logo in individually mounted channel letters,, the applicant is proposing an 80SF painted tree graphic on the east side of the building. The proposed graphic uses colors similar and complementary to the tone of brick utilized on the primary building. Adding the area of the graphic to the square footage of the two signs results in a square footage over the permitted 200 SF permitted by the zoning text; however staff is supportive of this deviation as the graphic is not a standard "sign" and in the opinion of staff could be viewed as an artistic or architectural feature to add visual interest to the building. Additionally, the applicant has elected to forego the permitted monument sign which would have resulted in an additional 100 SF of permitted signage on the site or any signage on the west elevation which is also permitted per the zoning text.

In general, staff believes that the proposed plans will result in a desirable development in line with the approved zoning text for the area, which was designed to create an appropriate transition between the various land uses in the area. Therefore, after reviewing the development plan against City Code standards for all new PUD developments, and the GroveCity2050 guiding principles, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Development plan, with the three deviations and three stipulations as noted in the staff report.

Mr. Carter Bean, J Carter Bean Architect LLC, was present to speak to the item. Mr. Bean had no objection to the stipulations and welcomed any questions from the Planning Commission.

Mr. Linder spoke of a concern regarding right-turn-only signs being posted on the northern side of the property, inquiring as to whether signs would be included in the development. Mr. Bean answered the concern by stating that signs would be included if engineering policy indicated a need to provide signage. He stated that there would be compliance with whatever standards existed for this matter.

Mr. Kyle Rauch added that the movement (traffic flow) may be reconfigured during the review process, and that the discussions with the engineer going forward may require adjustments to signage that would be adhered to throughout the development. Mr. Linder thanked Mr. Rauch and Mr. Bean for the clarification and went on to state that his concern came from experiencing drivers performing illegal turns in the developed sites near the plan site.

Mr. Rauck voiced concern regarding the retention pond and the direction of emergency overflow from the pond, as he is not aware of any waterways in the area that overflow could run to. Mr. Chad Buckley from E.P Ferris answered Mr. Rauck's concern about overflow. He stated that if a development is built in an area that is not adjacent to a waterway then the overflow is designed to flow towards a roadway built to carry more water, quickly off site. Mr. Buckley identified the access road to the south of the site as the road that would carry overflow towards Hoover Road. Mr. Rauck questioned if the design would keep overflow on the proposed property and not run into an adjacent property (Kroger) and its retention ponds. Mr. Buckley informed Mr. Rauck that engineers would check the site grading to ensure overflow direction prior to adding the retention basin. Mr. Buckley added that the situations being discussed are beyond a "100-year" event.

Mr. Rauck related an incidence in 1998 in which there was a period of significant rain that resulted in overflow entering the city storm system, and asked if the overflow of this site would also be directed to the city storm system. Mr. Buckley was unsure of Hoover Road flood route but assured the committee that the modern basin was capable of bearing rainfall greater than that of a "100-year" storm. Mrs. Kim Shields assured Mr. Rauck that stormwater design was reviewed during the process, regardless of the somewhat temporary nature of this particular feature. She also stated that even if the details have not been included at this point with the development plan, that proof of compliance with stormwater policies will still be required in the future with final engineering.

There being no additional questions, Mr. Linder moved to approve the development plan with the following 3 deviations and 3 stipulations:

1. A deviation shall be granted to the required five-foot parking setback from the north property line to allow for a zero setback, with the understanding that this drive will be widened to accommodate two-way traffic and become a shared drive with the property to the north when it is developed.
2. A deviation shall be granted to exceed the permitted building signage by 69.4 square feet, noting that this square footage includes the tree graphic on the east elevation.
3. A deviation shall be granted to allow for a right-in/right-out, left-in access point to the site from Hoover Road in place of the right-in/right-out permitted in the zoning text, noting that this modified access will alleviate stacking demand for the southern private roadway.
4. Development plan(s) shall be submitted to review roadway design, street trees, street lighting, and design of the center open space including the regional stormwater pond.
5. Wall mounted fixtures shall be added to the south elevation of the building to meet the 0.5 footcandle requirement.
6. The applicant shall work with the City during the Site Improvement Plan (Engineer Plan) review to ensure that the northern drive aisle is adequate in width for emergency apparatus.

Mr. Rauck seconded the motion, and it was approved 3-0.

ITEM #3 – Kiddie Academy – Special Use Permit

PID #202009300051

Mr. Hoppel presented the Development Department's findings. He stated that the applicant is requesting approval of a Special Use Permit for a proposed daycare center on Buckeye Parkway.

This special use permit is being heard today, and upon recommendation will have two readings at City Council for approval. A development plan for the site has been submitted but is still under review and is expected to be heard by Planning Commission in December. This application today is solely to review the appropriateness of a day care center on this site. Site layout, architecture, signage, landscaping, and other details will be reviewed with the development plan.

The applicant is proposing to operate a childcare facility on Outlot 44 of Parkway Centre East, on Buckeye Parkway. The facility will offer childcare services for infants and toddlers and older children (ages 6 weeks old to 12 years old). Proposed hours of operation are from 6:30 a.m. to 6:00 p.m. Monday through Saturday. Peak drop-off and pick-up times bookending the open hours. The applicant has indicated that a maximum of 156 children will be able to be cared for on the site and twenty-five to thirty staff members will be employed.

A special use permit was previously approved for Kiddie Academy on this site in November 2019; however, the special use permit expired as the applicant did not commence the construction or operation of the special use activity within six months of the date of approval. The details associated with the currently proposed special use permit, including hours of operation, number of employees, and age of children to be cared are very similar to those previously approved with the other application.

The originally approved special use permit for the site included three stipulations related to the fencing, bollards, and landscaping; all of which have been adequately addressed with the currently proposed special use permit and upcoming future development plan.

After review and consideration, the Development Department recommends Planning Commission make a recommendation of Approval to City Council for the Kiddie Academy Special Use Permit as submitted.

Mr. Andreas Chevalier, EDB International, was present to speak to the item and stated that he had nothing to add.

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

Mr. Linder seconded the motion, and it was approved 3-0.

ITEM #4 –Beulah Park Roadways (Phase 2) – Development Plan

PID #202004290020

Mr. Hoppel presented the Development Department's findings. He stated that the applicant was requesting approval of a development plan establishing the roadways, utility locations, conceptual lots, and other site improvements in the southwestern portion of Beulah Park.

Development Plans are reviewed after preliminary development plans and rezonings through the PUD process. This application is being heard by Planning Commission today and will be heard by City Council on November 16. Upon approval it will be able to move forward for final engineering. The specific configuration of lots and other details within Subareas D, E, and G, including building elevations for homes on these lots will be reviewed and approved with future development plans for these subareas.

The development plan includes the creation or extension of four roadways, Park Street, Beulah Park Drive, Mystic Way, and Street K. Beulah Park Drive, Mystic Way, and Street K roadway types match the zoning text and subarea plan as previously approved as far as ROW and lane widths, on street parking – with staff recommending one change that “no parking” signs be removed from the northern side of Street K, to allow for one side of on street parking as that road is designed for.

The design of the Park Street extension has been modified after much coordination between staff and the applicant. Due to the frequency of driveways along Park Street, the addition of mid-block bump outs with on-street parking on both sides, as required in the zoning text for the outlined street type, was not feasible. To achieve traffic calming and maintain safety, on-street parking on one side and strategically placed tapering bump-outs are being proposed.

All streets will include street lighting that matches Town Center and Beulah Park Phase I Roadway. Also, streets will have sidewalks or multiuse paths on each side.

Other site improvements include an entry feature at the Park Street and Demorest Road intersection, a pedestrian bridge over West Water Run on the eastern side of the site, and a traffic circle at the intersection of Beulah Park Drive and Park Street. Due to the difficult angles of the intersecting roadways, the traffic circle, which also has a four way stop, will permit larger vehicles like buses and fire trucks to deviate from the typical traffic pattern and turn left in front of the traffic circle – for which staff is recommending appropriate signage be included.

Additionally, on the southern side of the site is Reserve C. This area originally showed 12 residential lots on other preliminary plans but is now intended for the future development of Brookpark Middle School, as shown on the Brookpark Middle School Development Plan.

The applicant is proposing street trees on both sides of the street for all streets being developed. Here is a sample of what that looks like, but your materials have it for all streets. Each street will have a different species of tree, to help with diversity in case of disease. Two rows of evergreen trees are being proposed along Demorest Road to the west to assist with screening the backs of homes. Two wetlands are proposed as well matching previously proposed wetlands in regard to seeding mixture and appearance in other parts of Beulah Park. The entry feature will include stone veneer columns and white cross buck fencing in character with the development. Lastly, the traffic circle is intended to have a variety of plantings. Staff is recommending that the applicant work with the Urban Forester to determine species that will be aesthetically pleasing and will not interfere with sight lines for pedestrians or vehicles at that intersection.

After review and consideration, the Development Department recommends Planning Commission make a recommendation of Approval to City Council for Beulah Park Roadways Phase II development plan with the four stipulations noted in the staff report.

Mr. Don Plank, Plank Law Firm, was present to speak to the item and was in agreement to the four stipulations with some modification to fourth stipulation. He explained that he had a note stating that the vehicular bridge will have the stone facing, but that the pedestrian crossing may be Continental prefab bridge structure, which may already have stone material. He asked if staff was aware of this.

Mr. Hoppel stated that the option for the pedestrian bridge had been discussed with the applicant's engineer, but that the plans currently show it as a culvert with a pedestrian path going across, which is why staff wanted to be clear to add the stipulation. He stated that staff would be open to reviewing the alternative option when submitted, but that any exposed concrete would likely need to have the stone face finish. Ms. Shields suggested that the stipulation could be modified for flexibility. If the crossing were to be a box culvert structure that the stone finish would be required, but if it were to be the prefabricated bridge it would not be required, unless there were a concrete footing, then it would be expected to have the aesthetic finish. Mr. Plank stated that they are looking for flexibility with the stipulation, even for the determination to be made by Staff. Flexibility would just be for the pedestrian crossing, not the roadway crossing.

Mr. Linder stated concern with stipulation number two. Concern was not with the signs, but more with the traffic movement. His concern is imagining a bus going the wrong way around traffic circle because of how streets are aligned. Mr. Hoppel confirmed that the bus would transverse the traffic circle in that manner, but only for some left turns, based on the angles. He explained that a traffic circle was required by the zoning text. He explained that the goal was to balance the requirement of the traffic circle, creating an informal entry feature, and managing traffic patterns. Reaffirmed that staff worked with the applicant's engineer to seek alternatives but landed on this as the best option. Mr. Linder questioned that the best option is a bus to be heading towards cars in the wrong direction.

Mr. Hoppel stated that this option includes the four way stop and the signage clarifying this at the intersection. Other alternatives expand the amount of pavement required around the traffic circle, and that staff was trying to find the right balance. Mr. Linder stated that it seems like there are a lot of other accidents waiting to happen and wondered if there were other alternatives for modifying the alignment. He again questioned how drivers would adapt to this traffic pattern.

Mr. Plank stated that from the beginning, a traffic circle has been planned there. Over time the traffic circle has reduced in size and have proposed removing it all together and only having a four way stop. He stated that they were trying to accommodate City's request to keep the circle, but to avoid the size getting so large that it would reduce the number of lots in adjacent areas.

Mr. Linder reiterated that he understands the explanation, but that it doesn't seem logical.

Mr. Rauch suggested that Planning Commission could revise the stipulation to eliminate the traffic circle and that the applicant work with staff to find an alternative. Mr. Rauck stated that he would be in agreement with finding an alternative. Chair Oyster also stated her agreement to find an alternative.

There being no further discussion, Mr. Linder moved to recommend approval of the development plan to City Council with the following 4 stipulations:

1. The applicant shall work with the Urban Forester to revise plant material within the Park Street traffic circle to ensure clear line of sight.

2. The applicant shall work with Development Department staff to determine the most appropriate mode of traffic calming at the intersection of Beulah Park Drive / Elm Street and Park Street that does not require atypical traffic patterns.
3. "No parking" signs shall be removed from the northern side of Street K.
4. All conspan crossings, for vehicular and pedestrian crossings, shall have stone facing similar to Beulah Park Section 1. If the pedestrian crossing design is modified to an alternative bridge structure, the applicant shall work with Development Department staff to determine appropriate finishes.

Mr. Rauck seconded the motion, and it was approved 3-0.

ITEM #1 – Titus Carriage House – Certificate of Appropriateness

PID# 202009170048

Mr. Logan presented the Development Department's findings. He stated that the applicant is requesting approval of a Certificate of Appropriateness (COA) to appeal a denied administrative Certificate of Appropriateness from the Building Division to construct a carriage house garage

The Building Division denied an Administrative Certificate of Appropriateness for the garage in September and indicated in their disapproval that they believe the addition of the garage is a significant change within the Historical Preservation Area. In order to appeal the Building Division's decision, a Certificate of Appropriateness is needed through City Council.

The request is to construct a 1910- style carriage house garage at 3299 Columbus Street. The proposed garage will be located on the southwest corner of the parcel and will face Arbutus Avenue. The structure is proposed to be located on the site to place it generally in line with the new home under construction on the property to the south.

The structure will have two stories, and the applicant has stated that the second story will be for storage only. No plumbing, heating or water are proposed for the garage structure to ensure that the second story will always be used for storage and not for a future dwelling unit.

The applicant has indicated that they have worked with their architect and the Southwest Franklin County Historical Society to ensure that the proposed structure complements the existing home on the site and will use materials similar in finish and color to the existing home including stucco and with cedar style shingles used on the second-floor dormer. Other features on the building, including windows and exterior lighting fixtures, will match those utilized on the home. Materials also note that the applicant will install landscaping along the north side of the structure, facing Columbus Street.

The applicant will need to obtain several variances through the Boarding of Zoning Appeals to construct the garage as proposed; however staff believes the design of the proposed structure, with materials matching the existing primary structure, and its placement on the lot is appropriate and in character with the historic nature of the area. therefore, the Development Department recommends Planning Commission make a recommendation of approval for the COA with the one stipulation, that all necessary variances shall be obtained through the Boarding Zoning of Appeals.

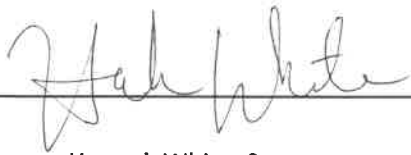
Mr. Larry Titus, the property owner, was present to speak to the item and was in agreement to staff's report.

There being no additional discussion, Mr. Linder moved to recommend approval of the Certificate of Appropriateness to City Council with the following stipulation:

1. All necessary variances shall be obtained through the Boarding Zoning of Appeals.

Mr. Rauck seconded the motion, and it was approved 3-0.

Having no additional items, Chair Oyster adjourned the meeting at 2:22 p.m.

A handwritten signature in cursive script, appearing to read "Hannah White", written over a horizontal line.

Hannah White, Secretary

A handwritten signature in cursive script, appearing to read "Julie Oyster", written over a horizontal line.

Julie Oyster, Chair