



ITEM 4: 202004290020 – Beulah Park – Phase II (Development Plan)

Site Location

Generally located in the southwestern area of the Beulah Park development, east of Demorest Road and west of the intersection of Elm Street and Park Street.

Proposal

A development plan for the Beulah Park Phase II roadway network and other site improvements.

Current Zoning

PUD-R

Future Land Use

Mixed Neighborhood

Property Owners

BP TH LLC
Townsend Construction Company
GC Beulah Park Investments LLC

Applicant/Representative

Donald Plank, Plank Law Firm, LPA

Applicable Plans, Policies, and Code Section(s)

- Zoning Code Section 1135.14
- Beulah Park Conceptual Framework (CR-15-14)
- Beulah Park Preliminary Development Plan (CR-49-17)
- Beulah Park Zoning Text (C-24-18)
- GroveCity2050 Community Plan

Staff Recommendation

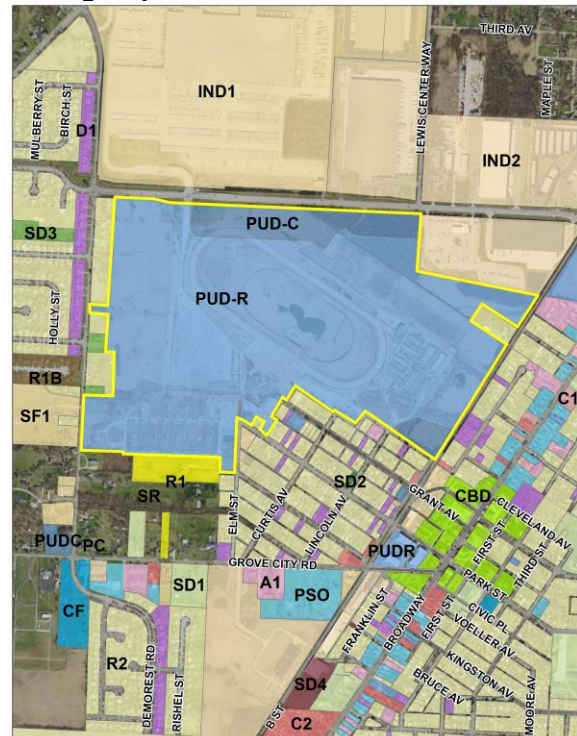
Approval with four stipulations.

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Summary

The applicant is requesting approval of a Development Plan to establish street and utility locations as well as site-wide landscaping and pedestrian infrastructure.

Zoning Map



Next Steps

Upon recommendation from Planning Commission, the Development Plan can move forward to City Council.

Case Manager

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1. Context Map

Generally located in the southwestern area of the Beulah Park development, east of Demorest Road and west of the intersection of Elm Street and Park Street.



202004290020
Beulah Park Phase II Roadways - Development Plan
(PID: 040-016219)

0 250 500 1,000
Feet



2. Analysis

Summary

The applicant is requesting approval of a development plan for the Beulah Park Phase II roadway network. This includes remaining roadways on the southwest portion of the site shown on the approved subarea map and preliminary development plan for Beulah Park that were not included in Phase I. The proposed plan will extend Park Street from its current terminus at the property through to Demorest Road, extend Beulah Park Drive and Mystic Way started with Beulah Park Phase I, and create a new internal roadway within Subarea D. Road widths, street trees, entrance features, utilities, and other improvements associated with the proposed public streets are also shown on this development plan.

Plan sheets show conceptual lot layouts for single-family homes in Subareas D and E; however, these lots are not being approved as part of this development plan. The specific configuration of lots and other details including building elevations for homes on these lots will be reviewed and approved with future development plans for these subareas.

City Council approved the preliminary development plan for Beulah Park in December 2017, and the site was approved for rezoning to PUD-R and PUD-C in May 2018. The proposed layout for Phase II generally meets the requirements of the approved zoning text and matches the roadway network shown on the approved subarea plan and preliminary development plan, with minor modifications to maintain safety and traffic calming.

The proposed roadway network for Beulah Park is designed to calm vehicular traffic, with features such as bump-outs, on-street parking, and a traffic circle to narrow the roadway and create safer pedestrian crossings. Sidewalks and trails are proposed throughout the development in association with the roadway network, with tree lawns and on-street parking proposed to create a more comfortable pedestrian zone separated from vehicular traffic. Multiple connections to the existing road network are proposed to deter cut-through traffic on any one thoroughfare.

Site Plan

The development plan includes three extensions of existing public roadways and one additional public roadway. A traffic circle at the intersection of Park Street and Elm Street/Beulah Park Drive is being proposed as an informal entry feature and a traffic calming device, with a four way stop. Due to the angles of the roadways, oversized vehicles such as school buses and firetrucks will be permitted to turn left at the circle without going around the landscaped island in the middle. Signage indicating this traffic movement should be installed, to ensure traffic patterns and allowable deviations to these patterns are clear to motorists.

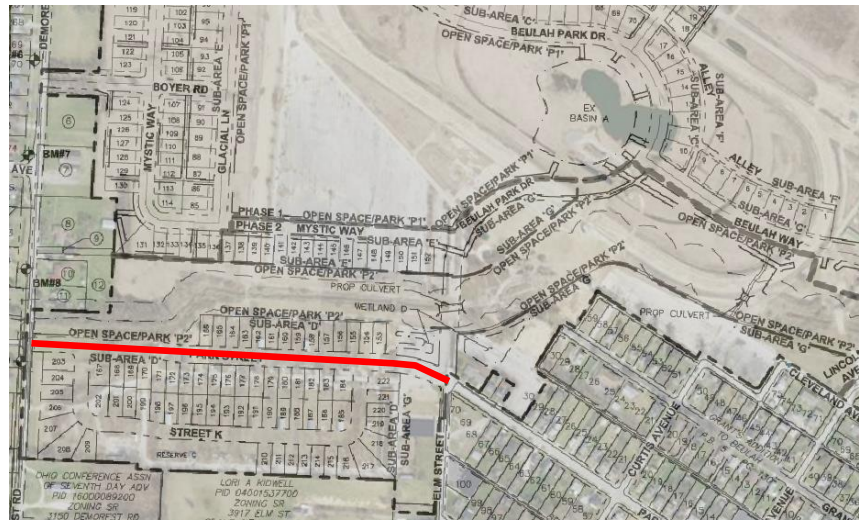
Also, included in the scope of this development plan is a pedestrian walkway and associated culvert crossing West Water Run, and connecting the pedestrian pathways along Beulah Way and the shared use path on the northern side of Subarea G. All conspan culverts will have a stone facing similar to those approved in Phase I.

The location of mailbox CBUs has also been shown. The CBUs are proposed to be decorative and in character with other site fixtures within Beulah Park. The location of a CBU on the southern side of Street K is inconsistently shown between plan sheets. Staff recommends locating this CBU on the northern side of Street K or farther to the east, so that it is more incorporated with the residential lots, rather than along the frontage of the future Brookpark Middle School site.

A summary of each proposed roadway is noted below:

Park Street (extension):

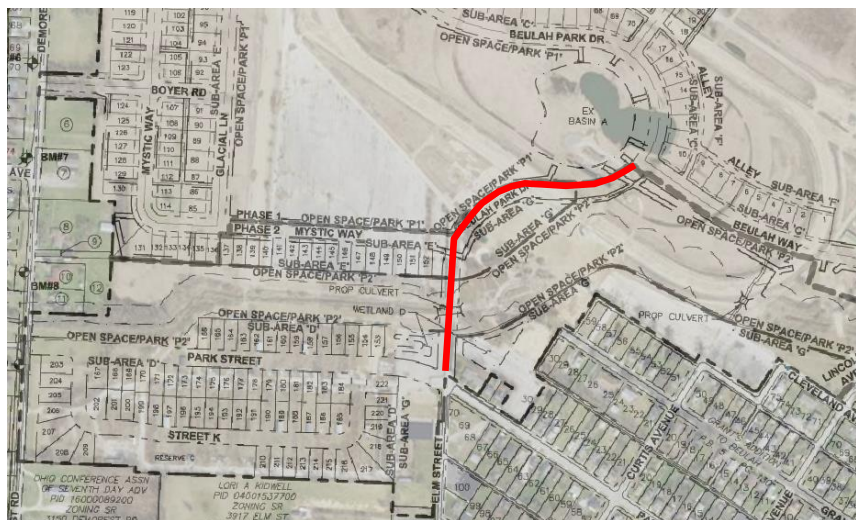
Park Street is an extension of the existing roadway within the historic Beulah neighborhood. This roadway extends west from the intersection with Elm Street/Beulah Park Drive to intersect with Demorest Road. This street is classified as an “Avenue A” street type in the approved Beulah Park zoning text and subarea map, however, modifications to this roadway design were coordinated between Staff and the applicant, to maintain public safety and traffic calming. A typical “Avenue A” street type would include 70’



right of way, with two (2) 12’ lanes, with on-street parking and bump outs on both sides of the street. The applicant is proposing a 70’ right of way, with two (2) 12’ lanes, and on street parking on one side of the street, similar to the standards for an “Avenue B” street type used on the west and south sides of the central Beulah Park open space. 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 this street type, was not feasible. To achieve traffic calming and maintain safety, on-street parking and strategically placed tapering bump-outs are being proposed. A five-foot sidewalk is proposed for the southern side of the street, while an 8-foot multiuse path is proposed for the northern side.

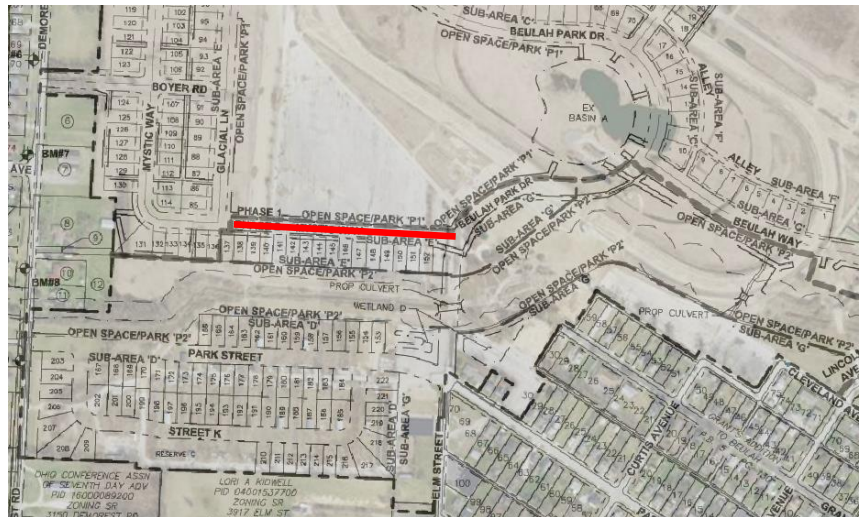
Beulah Park Drive (extension):

Beulah Park Drive is an extension of the roadway that was approved and constructed with Phase I. This extension borders the southeast side of the central park and connects at the intersection of Elm Street and Park Street. This street is classified as an “Avenue A” street type in the approved Beulah Park zoning text and subarea map. Beulah Park Drive has a 70’ right of way, with two (2) 12’ lanes, with on-street parking and bump outs on both sides of the street. Five (5) foot sidewalks are proposed on both sides of the street. The proposed street layout meets the requirements of the zoning text.



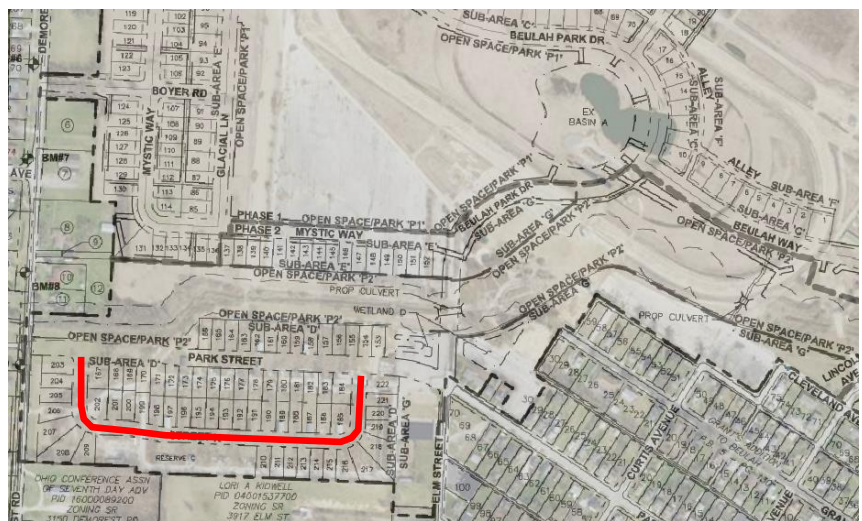
Mystic Way (extension):

Mystic Way will be extended from its current terminus at Glacial Lane through to Beulah Park Drive. This street is classified as an “Avenue B” street type in the approved Beulah Park zoning text and subarea map. Mystic Way has 60-foot right of way, two (2) 12’ lanes, with on-street parking and bump outs on the side of the street that is adjacent to the park. Five (5) foot sidewalks are proposed on both sides of the street. The proposed street layout meets the requirements of the zoning text.



Street K:

Street K is a looped roadway with two connection points on the future Park Street roadway. This street is designed as a “Local” street type. Street K has 60-foot right of way, two (2) 10’ lanes, and an additional 8 feet of pavement for on-street parking. Currently, the plans show “no parking” signs to be placed on both sides of the street. Staff recommends that “no parking” signs be removed from the northern side of the street, to meet the intention of the roadway design. Five (5) foot sidewalks are proposed on both sides of the street. The proposed street layout meets the requirements of the zoning text.



Landscaping

Street trees are proposed throughout the site within the tree lawns for each proposed roadway and, per the zoning text, will be maintained by the Community Authority or the Homeowner’s Association / Condominium Association for the subarea adjacent to the street trees. Each street will have one (1) tree type. Street tree species include Moraine Sweet Gum, Accolade Elm, Shumard Red Oak, and Boulevard Linden. Staff is supportive of each street utilizing different species of tree to create diversity throughout the development and reduce risk of losing all trees if disease occurs.

Along the east side of Demorest Road, screening trees are being proposed to create a sense of privacy and separation for the single-family homes backing up to Demorest Road. Two staggered rows of evergreen trees are provided. The tree types proposed include Norway Spruce, White Spruce, and Serbian Spruce, each 6 to 7-feet in height at installation.

Within the traffic circle at the intersection of Park Street and Beulah Park Drive/Elm Street, the applicant is proposing landscaping materials that include Crimson Pygmy Japanese Barberry, Karl Foerster Feather Reed Grass, and Blue Rug Juniper. Staff is recommending that the Karl Foerster Feather Reed Grass be replaced with an alternative species that will not grow tall enough to create line of sight issues at the intersection.

The development plan also includes two wetlands (A) and (B), proposed to be landscaped with ground covers including a variety of native and drought-tolerant species. The appearance of these wetlands is proposed to be similar to the wetland approved in Open Space / Park 'P2' west of the proposed Memorial Gardens south of Beulah Way within the Beulah Park development.

Entrance Features

The entrance from Demorest Road at Park Street will feature stone veneer columns and cross buck white vinyl fencing that will match the existing entrance feature from Demorest Road at Boyer Road. A note on plan sheets 4 and 11 indicate that details for entry signage can be found on the landscape plan, however, no sign details are provided. The applicant has indicated that, in order to maintain a more subdued entrance, an entry sign is not intended at this location, to match the Demorest entrance to the north. At the intersection of Park Street and Beulah Park Drive/Elm Street, a landscaped traffic circle serves as an entrance feature into the new Beulah Park community from the historic Beulah neighborhood.

Lighting

Street lighting is proposed along both sides of each street throughout the site with spacing similar to that which was approved in Phase I. Each lighting fixture will be black and decorative and will be the same style as the lighting utilized in the Town Center and in Phase I.

3. PUD Analysis

Per Section 1135.14 of the Codified Ordinances of Grove City, Planning Commission is charged with reviewing and evaluating Preliminary and Final Development Plan applications for Planned Unit Development districts by applying the eight (8) findings.

(1) The uses proposed will not be detrimental to present and potential surrounding uses, but will have a beneficial effect that could not be achieved under any other district.

Finding is Met: The proposed roadway network will support the continued development of the Beulah Park community, a mix of residential, commercial, and park uses. This roadway plan will provide additional connectivity in the city, providing more points of access for western Grove City to the Town Center and other areas of the city. The design of the roadway network is intended to slow traffic to create a pedestrian-oriented development with sidewalks and trails in addition to vehicular roadways.

(2) Any exception from Zoning Code (Ordinance C79-74, passed January 20, 1975) requirements is warranted by the design and amenities incorporated in the Development Plan.

Finding is Met: The proposed roadway network differs from standard roadway widths and design in order to slow traffic and create a more pedestrian-oriented development; however the proposed roadways in this development plan are compliant with the standards set in the approved zoning text for Beulah Park. The intent of the transportation network is to promote safe connectivity for motorized and non-motorized transportation.

- (3) Land surrounding the proposed development can be planned in coordination with the proposed development and that it is compatible in use.**

Finding is Met: The roadway network will provide additional connectivity to existing and future portions of Grove City.

- (4) The proposed change to a Planned Unit Development District is in conformance with the general use intent of the area.**

Finding is Met: The proposed roadway network meets the requirements of the Beulah Park zoning text and subarea map and will provide greater vehicular and pedestrian connectivity with existing city roadways and existing and future trails. The character of the roadways, with design and landscaping meets the intended quality and design of Beulah Park.

- (5) Existing and proposed streets are suitable and adequate to carry anticipated traffic within the proposed district and in the vicinity of the proposed district.**

Finding is Met: The roadway network has multiple connections or entry/exit points to existing roadways, allowing traffic to flow into different areas around the development. The intent of the design is to deter cut-through traffic and provide general traffic calming to create a more pedestrian-oriented development. The design and anticipated traffic patterns, concerning bus and automobile traffic, for the future adjacent Brookpark Middle School, was considered during that project's development plan.

- (6) Existing and proposed utility services are adequate for the proposed development.**

Finding Can Be Met: The existing and proposed utility services are adequate for this development. Further examination of proposed utilities will occur with the site improvement plan at the final engineering stage.

- (7) Each phase of the proposed development, as it is proposed to be completed contains the required parking spaces, landscape, and utility areas necessary for creating and sustaining a desirable and stable environment.**

Finding is Met: The proposed Phase II network will provide roadways and trails within the Beulah Park redevelopment that can be extended in the future as needed for other future development projects. The proposed roadways will also create additional points of access for residents of Beulah Park to multiple roads, while connecting the western portions of the city to the Town Center area. Staff believes the proposed roadway design, street trees and other landscaping will create a desirable environment.

- (8) The proposed Planned Unit Development District and all proposed buildings, parking spaces and landscape and utility areas can be completely developed within seven years of the establishment of the district, unless otherwise provided for by Council.**

Finding is Met: The proposed project, including building, parking spaces, landscaping and utilities can be completely developed within seven years.

4. GroveCity2050 Guiding Principles Analysis

The City of Grove City adopted the GroveCity2050 Community Plan in January 2018 which contains specific goals, objectives, and actions to guide growth in the community. Five (5) guiding principles are identified that articulate Grove City's community values and direct the recommendations in the Plan. Applications submitted to Planning Commission are reviewed based on these 5 Guiding Principles:

- (1) **The City's small-town character is preserved while continuing to bring additional employment opportunities, residents, and amenities to the community.**

Finding is Met: The development plan formalizes and completes the roadway network for the larger Beulah Park development, while also creating the space for future residential lots to be established. In addition to roadways, multiuse/pedestrian pathways are created, access to the future Brookpark Middle School is established, and street tree and site landscaping is established.

- (2) **Quality design is emphasized for all uses to create an attractive and distinctive public and private realm.**

Finding is Met: Staff believes that the usage of street trees, other landscaping, and designated pedestrian areas create an attractive and welcoming public realm for the Beulah Park site.

- (3) **Places will be connected to improve the function of the street network and create safe opportunities to walk, bike and access public transportation throughout the community.**

Finding is Met: The primary intention of the development plan is to complete the roadway network for Beulah Park, while also establishing sidewalks, multiuse paths, and pedestrian walkways. Roadway designs include bump-outs, on street parking, stop signs, and a traffic circle to calm vehicular traffic.

- (4) **Future development will preserve, protect, and enhance the City's natural and built character through sustainable practices, prioritizing parks and open space and emphasizing historic preservation.**

Finding is Met: The Phase II development will utilize entry features echoing the original Beulah Park racetrack site. Furthermore, the roadways and pedestrian walkways will provide access to a future community park providing additional open space to both Beulah Park residents and the greater community.

- (5) **Development provides the City with a net fiscal benefit.**

Finding is Met: The Phase II roadway network will provide access to future residential development and the future Brookpark Middle School. The larger Beulah Park development will provide additional non-residential uses, as well as providing additional connectivity to the Town Center area. The increase in property values from the quality redevelopment of the Beulah Park site will also be an overall benefit to the community.

5. Recommendation

After review and consideration of the Beulah Park Roadway Phase II Development Plan, the Development Department recommends Planning Commission make a recommendation of approval to City Council for the Development Plan with the following stipulations:

1. Applicant shall work with the Urban Forester to revise plant material within the Park Street traffic circle to ensure clear line of sight.
2. Appropriate signage shall be included in the Park Street traffic circle clarifying traffic movements and allowable deviations to traffic patterns for oversized vehicles (buses, fire trucks, etc.).
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.

6. Detailed History

2018

City Council approved the Beulah Park Roadways – Phase I with Resolution CR-34-18.

City Council approved the Beulah Park Rezoning with Text with Ordinance C-24-18.

2017

City Council approved the Preliminary Development Plan for Beulah Park with Resolution CR-49-17.

2014

City Council approved the Conceptual Framework for Beulah Park with Resolution CR-15-14.