



## City of Powell, Ohio

Planning & Zoning Commission

Donald Emerick, Chairman

Richard Fusch, Vice Chairman

Shawn Boysko

Ed Cooper

Trent Hartranft

Joe Jester

Bill Little

Chris Meyers, AIA, Architectural Advisor

### MEETING MINUTES

JUNE 10, 2015

A meeting of the Powell Planning & Zoning Commission was called to order by Chairman Don Emerick on Wednesday, June 10, 2015 at 7:01 p.m. Commissioners present included Shawn Boysko, Ed Cooper, Richard Fusch and Joe Jester. Also present were David Betz, Development Director; Rocky Kambo, GIS/Planner; Chris Meyers, Architectural Advisor; Leilani Napier, Planning & Zoning Clerk and interested parties.

### STAFF ITEMS

Rocky Kambo announced that the 3<sup>rd</sup> Public Workshop for the Comprehensive Plan will be held on Wednesday, June 17<sup>th</sup> at 7:00 p.m.

### HEARING OF VISITORS FOR ITEMS NOT ON THE AGENDA

Chairman Emerick opened the public comment session. Hearing none, he closed the public comment session.

### APPROVAL OF MINUTES

MOTION: Commissioner Fusch moved to approve the minutes of May 27, 2015. Commissioner Boysko seconded the motion. By unanimous consent, the minutes were approved.

### PRELIMINARY DEVELOPMENT PLAN REVIEW

Applicant:	Thomas L. Hart for Margello Development Co. and Schottenstein Real Estate Group
Location:	Sawmill Parkway and Seldom Seen Road, Liberty Township
Existing Zoning:	Liberty Township, Planned Commercial District (PC) and Planned Industrial District (PI)
Proposed Zoning:	City of Powell, PC, Planned Commercial District
Request:	To approve a Preliminary Development Plan for a proposed 308 residential unit active adult community, and 5 acres of planned commercial development on roughly 44 acres, proposed to be annexed into the City of Powell.

Vince Margello, 1900 West Powell Road, Margello Development Co., introduced Brian Schottenstein. Mr. Margello indicated they brought their attorney Tom Hart and several experienced professionals to answer questions brought up in the May 13<sup>th</sup> meeting.

Brian Schottenstein thanked the Commission for their time. He introduced and turned the floor over to Tom Hart, Attorney.

Thomas Hart, Attorney, Two Miranova Place, Suite 700, Columbus, was present representing the co-applicants Margello Development Co. and Schottenstein Real Estate Group. Mr. Hart said their goal is to address the technical and policy questions the Commission raised May 13<sup>th</sup>. He introduced Doug Bender from EMH&T, a professional engineer and a traffic engineer. Mr. Hart said a traffic study has been completed. Mr. Hart next introduced Jim Houk, a landscape architect and a principal in the OHM planning and engineering group. He said Mr. Houk will address issues with regard to the site plan, building orientations, pedestrian perspective, internal circulation and details of the plan that have changed since the concept hearing. Mr. Hart introduced Joe Sullivan, architect with Sullivan Bruck Architects and a principal. He said Mr. Sullivan is going to answer questions pertaining to the architectural details of the buildings. Mr. Sullivan designed two of the building types on the site.

Doug Bender, Civil Engineer, EMH&T, 5500 New Albany Rd., New Albany, said he has worked on the traffic impact study. Mr. Bender said Powell Grand is a senior living site which is one of the best land use types in regards to traffic impact as a very low traffic generator. He said the current zoning, which allows high density retail, would generate

a potential evening peak hour increase of over 1,500 trips. Mr. Bender said Powell Grand is in the 250 range, which is 5 or 6 times less in regards to traffic. He said there was a previous traffic count completed in the last couple of years that they used as the basis at the intersections. They met with the Delaware County Engineer's office to spell out the parameters of the traffic impact study. Mr. Bender pointed out Seldom Seen at Liberty Road over to Sawmill Parkway (page 7 of the Staff Report, Figure 3), as the intersections they were asked to perform the traffic study on. They looked at a.m. and p.m. peak hours which is the standard commuter peak. Mr. Bender said they know the main traffic concern is in downtown Powell, trying to travel through downtown during the commuter peaks. He said the traffic study did not analyze the downtown area because the site isn't in the downtown area. This traffic study focuses on Sawmill Parkway being the front door. Mr. Bender said the traffic generated from Powell Grand will not be the type of person who is going back and forth from work on a daily basis; the people will be retirees who have more casual hours. Mr. Bender said the intersections studied were studied from a 2016 perspective, the year the site will open; then the study looked out to 2036. The study showed that in general there will be some site-related front door impacts. He said site Drive 1 is the main access point and they have identified the need for a traffic signal there. He said there is also access to the site via Bunker Lane off Seldom Seen and the study has identified the need for turn lanes; an east-bound, right turn lane at Bunker Lane and a north-bound, right turn lane and a south-bound, left turn lane where the traffic signal will be installed which will address and mitigate the impacts of the traffic being added. As part of the agreement, Delaware County asked the study to include the Sawmill Drive intersection, restricting the intersection to right in/right out traffic on the site side. Mr. Bender indicated a signal is not an option due to the close proximity to the Seldom Seen signal. He said potentially the north-bound, left turn lane on the west would remain. Mr. Bender said he understands residents from The Woods at Big Bear, the Park Woods Lane intersection, are having a hard time getting in and out, particularly traveling out making left turns during the peak hours. The developer is looking at installing a left turn lane at the traffic signal at the same time improvements are being made for the warranted traffic signal. He said this would allow the residents from Park Woods Lane to make a right turn out, go up to the signal and make a U-turn from the left turn lane. Mr. Bender said there have been previous requests to have a north-bound, right turn lane at Park Woods Lane which they are in favor of and looking forward to providing with the opening day improvements. He said those details will be worked out as they enter into the design phase of the development. Mr. Bender said the development is far enough north and west that the traffic impact to downtown is very minimized, the land use will minimize impacts to traffic in general and the development is a benefit to the City.

Mr. Hart requested that Staff make their presentation next. Chairman Emerick agreed and asked Dave Betz to proceed with the Staff Report.

Mr. Betz reminded the Commission the development site is located in the southeast quadrant of Sawmill Parkway and Seldom Seen; there are 2 public streets already, Sawmill Drive and Bunker Lane that provide access to the CVS and LA Fitness. He said the proposal is for 308 units, in 3 types of building designs, with a common area which has moved, some of the buildings have been rearranged, and a storm water basin has been included making the layout nicer. He said 2 public streets are included in the proposal; extension of Bunker Lane and a new drive coming out onto Sawmill, the location where Mr. Bender indicated a traffic signal would be installed. Mr. Betz said currently there is a median on Sawmill Parkway that would be taken out for the installation of a turn lane into the site at the traffic signal, with a turn lane that would allow U-turns. Mr. Betz said an assisted living and memory care facility is being reviewed by the Township to be developed across the street. Mr. Betz said a meeting was held with the County Engineer's office and Liberty Township Zoning office to discuss how the assisted living and memory care facility's traffic will flow. The assisted living's access points go onto Sawmill Drive on the west side and will not have access points onto Sawmill Parkway. Staff thinks providing a north-bound left turn lane into the site is necessary. Mr. Betz indicated signal timing can be set to allow for a U-turn without having oncoming traffic and Staff is OK with the plan for a U-turn. Commissioner Fusch asked if the State has to approve U-turns. Mr. Betz said under Ohio law U-turns are already allowed. Mr. Betz said a deceleration, north-bound lane going into The Woods at Big Bear Farms is a good idea and the lane should be installed as improvements are being done. He said there is approx. 800 feet for a driver to move into the left-hand lane and make the U-turn if they want to. Mr. Betz said there are 2 commercial properties out front of the site which were a part of the traffic study. He said the uses are not like big retail areas. Mr. Betz said there is a bike path connection from the south that goes up through the site. He said the Sketch Plan showed a tunnel to the new park but the revised plan doesn't show a tunnel anymore. Staff feels this is still a good idea to have a tunnel and will be requesting the tunnel be included. Mr. Betz said there are other public infrastructure improvements Staff would like to have as a part of the plan. Staff recommends the bike path along Sawmill Parkway be continued to Big Bear Avenue which would connect the school to the site. Mr. Betz said a bike path along Sawmill Parkway will gain more public use. Mr. Betz said there have been some perspective drawings provided to show how Building A relates in size to LA Fitness since the Concept Plan. Staff feels the drawings are an accurate depiction of the proposed buildings relating to LA Fitness and not too intensive of a change. Mr. Betz said Staff has received the traffic study and financial impact report. They are still reviewing both

and the City's Finance Director would like to review also. Staff recommends this hearing be continued to the next meeting, June 24<sup>th</sup>, because there are some items from a site plan standpoint that still need to be discussed.

#### Ordinance Review

In accordance with the requirements of codified ordinance 1143.11(g), in approving a preliminary development plan, the Planning and Zoning Commission shall consider:

**(1) If the proposed development is consistent with the intent and requirements of this Zoning Ordinance;**

Notwithstanding the proposed development text (P. 19-21), Staff analysis of this plan and code requirements are different than the developer's. A summary of divergences are as follows:

1. Building lot coverage: Maximum allowed is 20%. Proposed building coverage is 21.8%.
2. This item is typically reserved for single family Planned Residence Districts not PC districts. Therefore, the applicant is not correct.
3. Maximum number of multi-family units per any one acre for the Buildings A area is over 12 units per acre but because of the mix of the types of units Staff thinks this is OK.
4. On larger residential developments, a larger 5 acre open space for active recreation is usually required. This is a significantly different type of population and because of the amenities being proposed a larger space is not necessary. There is enough space, if so desired, for one additional popular active adult amenity and Staff thinks a pickle-ball court should be considered by the applicant.
5. The gross density of the entire site, including the commercial site, is 7.9 du/acre. The net density of the residential area only is 8.2 du/ac. Mr. Betz said they allow up to 9 du/ac so there is no divergence here.
6. There is a divergence that allows for the larger building A and the townhouse units C, having more than 4 units attached together, providing for longer and larger buildings which can be tempered with creating a strong sense of place and pedestrian scale, overriding the divergence in this case. The fencing by the setback line allows gates at the entrance; this is a gated community.
7. The plan calls for three sign locations: one on Sawmill Parkway at the new street; one at Seldom Seen Road and Bunker Lane, and one on Sawmill Drive. These will be joint monument-type signs for use by the commercial lots and the Powell Grand community.
8. The maximum height of the four Building A buildings is 50' at the highest point. The average roof height is 40'5" with the eve height at 30'. The maximum height in the Zoning Code is 35'. The majority of the roof line would fall within Code but some would be above. Staff feels that it is more important to have relationship in design than change the height.

**(2) The appropriateness of the proposed land uses with regard to their type, location, amount, and intensity, where not specifically specified in this Zoning Ordinance;**

The proposed Powell Grand project will be the highest density development within the City of Powell. However, it is by nature less of an impact as it is an active senior adult community. The location of this development is on a major arterial and minor arterial and has similar and compatible surrounding land uses. It falls just under the highest density code allows. It does provide for two commercial properties as well which adds to our tax base. This site can be added to the Powell Commercial TIF which will more than help with future capital improvements. Amenities provided on the site will offset additional needs for the community to provide those amenities.

**(3) The relationships between uses, and between uses and public facilities, streets, and pathways;**

As proposed, the layout of the site seems appropriate for access and egress from the public streets. Staff is still coordinating details of the traffic study with the County Engineer. Work will need to be done on Sawmill Parkway for the installation of a traffic signal and changes to access to Sawmill Drive. The new interior public streets are necessary access points for the commercial properties as well as the residential. The public park is to the north and if a tunnel under Seldom Seen Road can be done it would be a great amenity to include. A pathway connection along Sawmill Parkway, all of the way to Big Bear Avenue is recommended.

**(4) Adequacy of provisions for traffic and circulation, and the geometry and characteristics of street and pathway systems;**

Staff is still reviewing the traffic study and will be working with County Engineer's office on final recommendations. Staff does have an issue with the interior sidewalk plan related to the depth of parking driveways for the townhomes. The depth of parking areas are not deep enough. Staff would like the applicant to pinch the rear of the townhome buildings a few feet closer together to create better parking situation where the parking does not interfere with sidewalks, creating at least 20' so the walking path is open to walk. The developer could also put in some backyard sidewalks behind units to make connections so every unit has the ability to walk on a sidewalk and get to bike paths and community center without walking on the internal streets.

**(5) Adequacy of yard spaces and uses at the periphery of the development;**

All of the required setbacks are met. There is a large 100 foot buffer between the existing condos to the south and proposed residences to the north. There are a few units that are set back 40 feet from the railroad right-of-way and Staff expects the developer to put in a heavy buffer there.

**(6) Adequacy of open spaces and natural preserves and their relationships to land use areas and public access ways;**

There is a tree line at the south end of the site that was put in by the previous developer that is being preserved. There is a replanting plan for new trees that meets Code requirements.

**(7) The order, or phases, in which the development will occur and the land uses and quantities to be developed at each phase;**

The developer proposes to build the residential area in one phase. Staff will review each development plan for the commercial sites when they begin, after the residential portion is done.

**(8) Estimates of the time required to complete the development and its various phases;**

It is estimated the build-out of the residential property will be 18 to 24 months.

**(9) Improvements to be made by the Municipality, if any, and their cost;**

The developer will be making all of the required capital infrastructure improvements associated with the impacts of this development. The City and developer will, in all likelihood, enter into a TIF agreement for portions of the improvements necessary due to bettering the community. A meeting will be held next week to start that discussion.

**(10) The community cost of providing public services to the development;**

The additional services required due to this development is not going to overburden current staffing levels.

**(11) Impacts of the development on surrounding or adjacent areas;**

Although this development will create additional traffic, the traffic that is created is much less than many other types of developments that could be developed here such as movie theaters or commercial strip centers. The population that is expected to live here will not drive as much as a typical single family home, or create traffic as a destination commercial space. The residents will support the local businesses that are nearby, especially the CVS.

Staff Comments

Mr. Betz said this being a Preliminary Development Plan, they expect to see a lot more detail than they do at the Sketch Plan and that has been provided. However, there is more that needs to be seen. Staff expects to have further discussions on the architectural details as they move forward with the plan.

Staff Recommendation

Staff recommends the Planning and Zoning Commission begin the public hearing process and continue it to a future known meeting time where additional detail as required can be presented. There is substantial communication and coordination between the City and the County, and public infrastructure detail needed as they continue to the Final Development Plan. Any future TIF Agreement will need to be considered by City Council.

Chris Meyers, Architectural Advisor, stated the traffic study was interesting in that the traffic discharge is predominantly onto Sawmill, which is a huge benefit. The signal installation will be well received. Mr. Meyers said the new pictures provided that show the views from the finished development are extremely helpful. Mr. Meyers said he had a conversation with Joe Sullivan, the architect for the project and they talked about details and preferences in design for the City of Powell. Mr. Meyers is confident architecturally they are going to have a fantastic development. He asked the developer to be thoughtful about the cohesion of the buildings. He said the current renderings show a slight disconnect between the buildings; brackets on one building, different trim lines on another building, different columns on another building. He recognized this is a preliminary plan but he wants the aesthetics to be thought about in the future, or if the buildings are meant to all be different and unique that it becomes a direction of the design. Mr. Meyers said in a project that has multiple building scales and multiple living arrangements, it is good to tie them all together through composition of materials and color. Mr. Meyers said he will be looking for how the tunnel will be treated from a pedestrian way, materiality of the tunnel, landscaping, lighting and safety. He would also like to see how the timing of the park and the development will work out. Mr. Meyers said a document on pedestrian scale and pedestrian guidelines was published in Powell to help the four corners area. He sees this development as a small town and would like to see how the pedestrian scale guidelines play into this community. It would be beneficial for everyone to see some streetscape views, the details of elevation of the front entries of the buildings to the sidewalk and to the road, dimensions of landscape buffers and conditions

between the circulation routes. Mr. Meyers said he could tell that the developer read the Historic District guidelines, because the details in buildings B and C make this community feel like Powell. He asked the developer to resist the conventional color pallet of brown stucco in a typical multi-family building look. He would like material and color which is more bold and unique to give this development its own identity. Mr. Meyers said it would be helpful for everyone to be able to see all of the amenity elements on the site in future renderings. He also asked the developer to resist the typical large, multi-family items; consider more unique items like fencing, outdoor seating, and public gathering spaces. Mr. Meyers mentioned the pond that is going to be a detention pond, asking the developer to make it a nice, neat feature instead of being muddy and gruff. He recommended putting a lot of effort into drainage, mounding and landscaping in all areas that are indicated as lawn and detention. Mr. Meyers said overall he is very pleased with what he is seeing.

Jim Houk, OHM Advisors, was present to address the changes in the plan since the Sketch Plan. He explained the clubhouse was moved and some buildings' orientation was changed to improve pedestrian movement. In reviewing the Staff Report they felt there were some great comments made that allowed their design team to think about how pedestrian movement could be improved. The plan was changed to a design that eliminates pedestrian conflict with driveway cuts, allowing sidewalk systems to connect, making it easier to reach all of the amenities. He said they started looking at the distance from each unit to an amenity and how a pedestrian can walk without interacting with autos. They minimized the need to walk in front of garages.

Chairman Emerick opened this item to public comment.

Tom Fink, 375 Bear Woods, Woods at Big Bear Farms, stated the residents in The Woods at Big Bear Farms are very grateful that thought is being given to how they get out of their community when there is traffic. Mr. Fink said for the most part his community is excited this development is coming and he could obtain signatures of those supporting the new development if it would help the Commission. He asked Mr. Betz if there were 2 bike paths being considered. Mr. Betz said they would like to see the proposed bike path continued to Big Bear Avenue. Mr. Fink agreed. Mr. Fink asked Staff to point out the entrance to The Woods at Big Bear Farms. He said that the speed limit is 45 mph and when someone goes to turn into their community their speed reduces quickly. He said people blow their horns as someone tries to slow down to turn into the community and it is very dangerous. He sat in a chair at their entrance and counted 254 cars go past their entrance in 5 minutes of rush hour. He said residents can stop and make safe decisions about turning out of their community but the dangerous situation is turning into their community. Mr. Fink mentioned the school bus accident in January. He requested support from the Zoning Commission and the developer to consider a deceleration lane. He said there are 130 units in The Woods at Big Bear Farms and the residents' safety is important.

Darlene Kelly, 412 Park Woods Lane, Woods at Big Bear Farms, thanked Mr. Fink for expressing his concerns. She has the same concerns. She asked if there is enough space between the current curb and the fence to put a bike path and a deceleration lane. She said she appreciates the consideration of a deceleration lane but she would also propose lowering the speed limit in this certain section of Sawmill. Ms. Kelly also would like to see a "Do Not Block Intersection" notice at their entrance. She stated their entrance is also their only exit and there is going to be a lot of back-up from the traffic light at the cut-out north of them when it becomes a new street. She said fire trucks need to be able to enter their community and if there is ever an accident it would be tough getting in and out. Ms. Kelly asked Mr. Bender if any consideration has been given to putting in a traffic light at Seldom Seen and Bunker Lane. She said there is a lot of traffic moving around behind LA Fitness and out onto Seldom Seen.

Julie Meier, 305 Park Woods Lane, Woods at Big Bear Farms, thanked everyone who is giving consideration to the deceleration lane and putting in a traffic light. She said there are times of the day, depending on traffic, when it is better to go up to Seldom Seen and turn right and go up to Liberty Road to go south. She asked if any thought has been given to installing a traffic light at Seldom Seen and Liberty Road. Mr. Betz said the County Engineer is working on that now but doesn't know when it will go in. Ms. Meier mentioned the older trees at the southern boundary of the new development that are starting to die. She asked if plans have been made to replace any trees or bushes that die. Chairman Emerick said tree replacement will be reviewed during the development plan process and trees will be replaced as needed.

Hearing no other comments, Chairman Emerick closed the public comment session. He opened the floor to Mr. Bender.

Mr. Bender said a signal at Bunker Lane and Seldom Seen was looked at during the traffic study and the study shows a signal is not warranted during the development opening year. The study also looked 20 years out and the potential for a traffic light was borderline. Due to the 35 mph speed limit on Seldom Seen, the requirements are higher than if the high speed requirements were applied on Sawmill Parkway; it was harder to meet the



requirements. Mr. Bender said they are recommending it remain as a two-way stop waiting and seeing if signal volumes are met in the future. He said 8 hours of volumes are needed to meet signal requirements and the study showed 6 or 7 hours. Mr. Bender said the details of the deceleration lane will have to be worked out as they move forward.

Chairman Emerick opened the floor for comments and questions from the Commission.

Commissioner Fusch thanked Schottenstein and Margello Development Co. for bringing their development to Powell. He said it is a major, positive addition to the community and an improvement over what project could have gone into this site. Commissioner Fusch had a question regarding the traffic study, specifically page 5 where MORPC estimates Sawmill Parkway will have a 3% increase in traffic over the next 20 years. He said beginning in July, the County and the City of Delaware will be extending Sawmill Parkway up to Route 42. He is wondering how the traffic study came up with the 3% increase with this extension. Commissioner Fusch said once the extension is in and all the land is open to development the traffic is going to increase more than that. He thinks the 3% is significantly under-estimating the traffic that is going to show up on Sawmill Parkway. He said the City of Powell has no control over this. Commissioner Fusch asked Mr. Margello what percentage of the 308 units will be occupied by senior citizens or retired people. Mr. Hart said the fiscal analysis didn't differentiate between 55 year old, active, working people and completely retired senior citizens. Commissioner Fusch said he keeps hearing senior citizen, elderly and retired people will live in this community yet the fiscal analysis doesn't address the difference. Commissioner Fusch said the City of Powell cannot tax the income from retirement plans and the fiscal analysis misrepresents the positive of the fiscal impact on the community. He isn't trying to say he is against this development, he just thinks the fiscal impact is misrepresented. If up to 50% of the residents are retired, their income can't be taxed; as a result, he thinks the tax dollars earned by the City from this development are over stated. Mr. Hart said they looked at an average household income so the point is well taken and they need to differentiate and sharpen the point. Mr. Margello said a lot of people in their 50's and 60's are still working and are empty nesters but they will look into the question.

Don Hunter, Schottenstein Real Estate Group, said they were conservative with the fiscal analysis and have used averages when determining household income. He said people in the 55 – 65 year old age span tend to be in their highest earning years. He said Commissioner Fusch's point is excellent and they will go back and study but the intent was to under promise and over deliver. Mr. Hunter said he is confident when they go back and look at 1099 income compared to W-2 income, the overall conservative nature of the fiscal study will show they are giving conservative estimates. Commissioner Fusch asked Mr. Betz about the building height issue that is mentioned in the Staff Report. He asked if it requires a divergence. Mr. Betz said it a divergence of 5' because there is a mid-point between the highest ridge of 40' versus 35'. Mr. Betz said the highest point is only in the middle of the building, the rest of the building is the smaller size. Commissioner Fusch asked about the density mentioned under Ordinance Review 1.1. The maximum allowed is 20% and the proposed building coverage is 21.8% and he feels this is insignificant. Mr. Betz said it is a 1.8% divergence. Commissioner Fusch asked if technically that requires a divergence. Mr. Betz said it did but that it is insignificant. Commissioner Fusch said he thinks the architecture is looking great and Mr. Meyers added some good points. He said he looks forward to seeing the changes.

Commissioner Boysko also thanked the developers for bringing the project to the City. He thinks the project is developing into a really cohesive development. He said his initial concerns were how the green spaces interconnected but Mr. Meyers provided good suggestions. It's hard for him to visualize at this time and he looks forward to seeing how the pieces interface. The plan looks to be very dense but until you zoom into the details it's hard to understand how tight and compact the spaces might be. Commissioner Boysko said it is very important to interconnect the community with the bike path and to connect to the park to the north and the City to the south. Adventure Park and the little park to the south have been ignored and there is a great opportunity to connect all of these. He understands it is a gated, exclusive community, and that it can still be that, but it is very important to eliminate having to go a long way around if you are walking to get to these parks. Commissioner Boysko said they are trying to build a walking community and not an isolated, gated community. He asked if there are pedestrian gates to the community or if they are vehicular gates and pedestrians still have open access. Mr. Betz said pedestrians still have access. Commissioner Boysko asked if the deceleration lane is a part of the project. Mr. Margello said they support a deceleration lane. Commissioner Boysko asked if there is the ability to truly interconnect the two developments through the east. Mr. Margello said they can take a look at it. Mr. Betz said the only way to connect the two developments would be with some type of frontage road from Bear Woods Drive to the parking area of the commercial sites. Mr. Betz said he isn't sure the residents want that. Commissioner Boysko said this is an active adult community and there is a strong need for this type of community, but what happens 10 – 20 years from now when this generation is not the dominant generation. Mr. Betz said there will be exponentially more seniors. Mr. Margello said more units may have to be put in. Commissioner Boysko asked what safeguards are in place so this development remains senior living and not just for anyone. Mr. Hart said they did look at empty

nester communities that don't age restrict and have been successful, and based on target marketing and designing the development for focus on the needs of senior residents, they believe strongly that age restrictions aren't necessary. Mr. Hart said the message sent when a development sets and tries to administer restrictions has made the industry move away from setting restrictions. He said they did evaluate having restrictions but they think they can be successful without legally restricting who can live in the development.

Joe Sullivan, Sullivan Bruck Architects said they have been designing residential designs for over 30 years and have learned a lot about demographics. He said the market makes all of the decisions about what you design and there is a totally different expectation of the millennials. The millennials want urban settings, near night life and cool activities. Mr. Sullivan said the senior community has a very different expectation and is designed for those who are looking for quiet, but close proximity to their children and community. He said it is important to have communities like this one to address that need. Mr. Sullivan said there has been a huge change in the idea of rental housing over the last 10 years. He said the preconception that used to exist "why would you rent if you can afford to own" has changed. People are more mobile and they need shorter term decisions. Mr. Sullivan said in the senior environment, life circumstances change and the senior doesn't want to be tied to a mortgage. He said people are renting by choice, it is a life style choice and this type of development offers that type of flexibility. Mr. Sullivan said they have found when one designs a community to target a senior group, one really can't discriminate or define a market. He said when one designs a community for a certain characteristic, that's what they get.

Commissioner Jester said he retired a long time ago and there weren't the housing opportunities like the one this developer is putting on the table for Powell. He wondered back then what he was supposed to do with his big house and where was he supposed to go and his opportunities were limited. Powell is very fortunate to have this opportunity. Commissioner Jester said he has seen several 55 and over developments and they all look like apartment buildings. He likes how this project is developing a concept. Commissioner Jester said he has always fussed about traffic. When he got the traffic study he thought here we go again until he read through the study. He said the traffic is here and he thinks they are trying to make the best of the situation and making progress. Commissioner Jester asked if he lived on Seldom Seen, on the other side of the railroad tracks, and he wants to walk to Giant Eagle, where would he cut through on the new path on Sawmill Parkway. Mr. Betz said that right now there is a pedestrian crossing on the north side, then you would come to the tunnel if a tunnel is put in, coming around and down Bunker Lane over to Sawmill Parkway. Commissioner Jester asked if this plan will open up a way to get through. Mr. Betz said it will. Commissioner Jester asked who owns the commercial property at the front of the development. Mr. Margello said there is a day care being built there. Mr. Betz said there is a part south of CVS that has the ability for new development. Commissioner Jester said he will be interested to hear the answers to Commissioner Fusch's questions about the taxes. It is critical that in the next meeting the Commission understands the differences in the taxes, the walkways and the traffic.

Commissioner Cooper said he doesn't have additional questions; his comments would echo those comments that have been covered. A great community is being planned. The public has good comments and concerns, especially regarding the deceleration lane on Sawmill Parkway. He knows it is miserable turning in and out of The Woods at Big Bear Farms.

Chairman Emerick thanked the developers for their cooperation and for working with Staff and Mr. Meyers and for accepting the Commissioner's comments and questions. He looks forward to the next steps. Chairman Emerick said Commissioner Fusch has a motion to table the plan and continue to the next meeting while further review takes place on the financial analysis and traffic study, to make sure everything is lined up before a vote is taken.

MOTION: Commissioner Fusch moved to table the Preliminary Development Plan brought forth by Margello Development Co. and Schottenstein Real Estate Group for a proposed 308 residential unit active adult community and 5 acres of planned commercial development on roughly 44 acres, subject to the following conditions:

1. That at a future meeting, Staff shall propose and/or outline the character, nature, boundaries etc., of any future TFI Agreement that City Council should consider and the need for same; and
2. That a review shall be undertaken of the fiscal impact on the City of Powell of this development and its assumptions about resident incomes and taxability as outlined by the developer.

Commissioner Cooper seconded the motion.

VOTE: Y 5 N 0

#### **CERTIFICATE OF APPROPRIATENESS REVIEW**

Applicant:	Sean Snyder
Location:	East side of Lincoln Street
Existing Zoning:	DB, Downtown Business District
Request:	To approve final architectural details of two proposed office buildings.

Cathy Ramondelli, CSR Design, 2970 Rutherford Road, said that they met with HDAC prior to the City Council meeting and reviewed all plans and elevations for the project. She is present to explain the items that have been amended since the last P&Z meeting. Ms. Ramondelli provided Hardiplank samples to the Commission and color display boards. Ms. Ramondelli said the warehouse is still aluminum siding, the dark grey, and the front of the building is Hardiplank, the maroon color. She said it was important to HDAC to see the details and the materials to understand what Hardiplank is. She provided information about the size of the bracket and gave a large detail of the window to show how the configuration had changed from the previous plans. A horizontal band was added all around the building, they added the different configuration on the windows and they changed the colors of the overhead doors from white to grey. Ms. Ramondelli said the one recommendation they did not implement was to add the gable vent on the east elevation because it faces the railroad tracks. She said she would refer that discussion to Mr. Meyers.

Rocky Kambo, GIS/Planner presented the Staff Report.

#### Project Background

P&Z, as part of its final plan review (April 8, 2015), requested that HDAC review the design of the proposed buildings to ensure they are in line with downtown district guidelines. HDAC reviewed the proposal on April 28, 2015 and provided the comments below to the applicant:

- All HDAC members were in favor of the type and use of the proposal.
- The HDAC would like to see more details and samples of materials; the reason actual samples were brought.
- They would like to see a break between the warehouse and office part of the building, either by shrinking the office part of the building or adding a downspout.
- The small windows above looked out of place for something in Powell.
- They would like to see Hardiplank around the building not metal siding.
- They would like to see a different color than white, maybe grey on the overhead doors.
- They asked that the window gridding be changed to match Architectural Advisor recommendations.
- They said the use of the wall pack would be okay, but they need to consider shields.
- They would like to see the band continued around the building at the same level.
- They asked that a gable vent be added.
- The HDAC requested to see the application again with a full set of working drawings, with dimensions and samples. HDAC reviewed this as recommended but the decision to approve rests with P&Z Commission since this is a new commercial build. Certificates of Appropriateness and developments within the downtown district are P&Z's purview.

#### Changes since the Last Submission

The applicant made the following changes since the April 28, 2015 HDAC meeting:

- The applicant brought actual materials to the P&Z meeting.
- Dimensions were added to the cementitious trim.
- Building heights were provided.
- Some of the upper windows on both buildings have been moved up closer to the eaves.
- The door colors have been changed to grey.
- Window muntins were changed.
- Detailed dimensions were provided for windows and cornices.

#### Staff Comments

Staff believes the applicant has incorporated many of HDAC comments into their submission. They did not shrink the office part of the building, did not include a vent in the gables or change the siding to all Hardiplank. Staff agrees with keeping the size of the offices the same proportion. The office space will be utilized more and should have as much space as possible. The applicant should include a gable vent as per the Architectural Advisor's recommendation, but Mr. Meyers will have the final say. Staff does not see an issue with using metal siding as it would be more durable than Hardiplank. However, Staff defers on this point to the P&Z and the Architectural Advisor.

#### Ordinance Review

In accordance with the requirements of codified ordinance 1143.18 DD (j): No environmental changes shall be made to any property within the Downtown District unless a Certificate of Appropriateness has been previously issued by the Planning and Zoning Commission, Historic Downtown Advisory Commission, or the Zoning Administrator, when authorized.

As this is a new build in the downtown districts, P&Z has the authority to approve a Certificate of Appropriateness.



### Staff Recommendation

Based on its analysis, Staff recommends approval of the Final Development Plan with the following conditions:

1. All of the Architectural Advisor's comments are satisfied.
2. The City Engineer reviews all plans and changes are made to their satisfaction.

Mr. Meyers complimented the project team for their patience since they have been through a lot of presentations. Mr. Meyers said the changes that have been incorporated have helped the issue of the long wall without shrinking the offices and hurting the square footage or adding more expense to the project. He encouraged the developer to keep an eye on the landscaping in regards to size, placement and scale to ease resident's concerns about trucks and traffic; it's a good neighborly thing to do for the residents to the south. The gable vent doesn't have to be installed. The gable was recommended to break up the big space but looking at the elevation, it is fine without. Mr. Meyers said the attention that was given to the west and north elevations, the predominant views, has covered all of the comments provided to date. He recommended being careful with the size and placement of bollards. He said truck drivers may not protect the building and placement of bollards could help. He said we don't need to see where the bollards are placed to move forward, it is a recommendation. Mr. Meyers said to make sure the color of the bollards matches the building; a white or grey and not the off-the-shelf yellow. He said architecturally the project is ready to go.

Chairman Emerick opened this item to public comment. Hearing no other comments, He closed the public comment session.

Commissioner Cooper said he agrees with what Mr. Meyers said and the project is wonderful as is. He thanked the developers for being so attentive to the comments and recommendations.

Commissioner Jester said he thinks the developer has arrived at a good conclusion.

Commissioner Boysko agreed with all comments.

Commissioner Fusch said he is very impressed with the design and has no questions or concerns.

MOTION: Commissioner Fusch moved for approval of a Certificate of Appropriateness brought forth by the Sean Snyder development on the east side of Lincoln Street subject to the following conditions:

1. That all of the Architectural Advisor's comments shall be satisfied;
2. That the City Engineer shall review all plans and changes shall be made to their satisfaction; and
3. That the applicant need not submit for further review by the HDAC.

Commissioner Cooper seconded the motion.

VOTE: Y 5 N 0


### **OTHER COMMISSION BUSINESS**

There was no further Commission business. The next Commission meeting is June 24, 2015. The Powell Grand will be ready to come back before the Commission, the traffic and fiscal analysis will be covered and Staff will have the TIF information lined up.

### **ADJOURNMENT**

MOTION: Chairman Emerick moved at 9:06 p.m. to adjourn the meeting. Commissioner Fusch seconded. By unanimous consent, the meeting was adjourned.

**DATE MINUTES APPROVED: June 24, 2015**

  
Donald Emerick  
Chairman

  
Leilani Napier  
Planning & Zoning Clerk

