



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

APRIL 27, 2016

A meeting of the Powell Planning & Zoning Commission was called to order by Chairman Don Emerick on Wednesday, April 27, 2016 at 6:58 p.m. Commissioners present included Shawn Boysko, Ed Cooper, Richard Fusch, Trent Hartranft, Joe Jester and Bill Little. 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, GIS/Planner thanked the Commission members who have agreed to use electronic packet materials. Four out of seven Commission members are using electronic documents only. Mr. Kambo advised the Commission the Code Diagnostic Committee met April 26, 2016. The Committee hopes to have recommendations by the end of 2016. One of the items discussed was procedural efficiency. Changes will be made to what applicants are asked to provide. Applicants won't need to provide as many paper copies of items since most P&Z Commission members are using electronic information. The Committee will be attempting to pull in residents to sit on the Committee so there will be a great deal of public input.

David Betz, Development Director, notified the Commission there will only be P&Z meetings on the regular meeting dates in May and June; May 11th and June 8th. There won't be any special meetings of the P&Z Commission in May or June.

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 Cooper moved to approve the minutes of April 13, 2016. Commissioner Little seconded the motion. By unanimous consent the minutes were approved.

PRELIMINARY DEVELOPMENT PLAN REVIEW

Applicant:	Dr. Ali Khaksarfard, DDS
Location:	Northwest corner of West Olentangy Street and Lincoln Street
Zoning:	(DB) Downtown Business District
Request:	To review a Preliminary Development Plan proposal to construct a commercial building containing approximately 21,647 square feet on a 2.3 acre site.

Tom Beery, Thomas Beery Architects Inc., 1890 Northwest Blvd., said he represents Ali Khaksarfard. They took the feedback from the Sketch Plan review into consideration. They added a breezeway which provides pedestrian access to the plaza and the rear of the building, they moved the dumpster location closer to the building for ease of use for the tenants, they brought the site details into a more realistic perspective with proper radius for the fire department, they added more details to the elevation drawings and fine-tuned details which weren't handled at the Sketch Plan presentation.

Mr. Kambo reviewed the Staff Report (Exhibit 1).

Project Background

The applicant brought the proposal to P&Z as a Sketch Plan on March 23, 2016. P&Z and Staff offered the applicant some suggestions which can be seen in the March 23rd minutes. Since then the applicant has made changes and resubmitted for a Preliminary Development Plan review.

Proposal Overview

The proposal includes the construction of a retail center of about 21,647 square feet in three buildings. It is anticipated there will be a mix of retail, restaurant, personal service and office uses, much like you would see in a typical retail center. The proposed buildings are located at the minimum required 20 foot setback along West Olentangy Street and Lincoln Street. The parking is located behind the buildings with access from both Lincoln Street and Traditions Way. The buildings are being designed as single story with several 20' by 60' retail storefronts, which could be combined to make larger spaces. Storefronts are also located fronting onto Lincoln Street and a couple fronting on Traditions Way, in order to give the buildings some depth and a "wrap around" look. The buildings will have a lower stone water course, with a mixture of stone, brick and Hardi-plank lap and board and batten siding, aluminum storefront door and window units, dormers and bracket work trim. The applicant's architect has met with the City's Architectural Advisor for recommendations and advice.

Changes since the Last Submission

The applicant made the following changes since the Sketch Plan meeting.

1. A new site plan is provided with the following changes:
 - a. There are now three separate buildings. Another breezeway was put between the long buildings along Lincoln Street.
 - b. Dumpsters were moved from the northwest corner of the site to behind the southwest building.
 - c. More detailed site data is now provided (i.e. parking spaces, lot coverage, etc.).
2. Preliminary engineering drawings provided.
3. Landscape, court yard, illustrative and tree preservation plans provided.
4. Development text provided.
5. Traffic impact study also provided.
6. The total square footage of the buildings has increased by 587; going from 21,060 to 21,647 square feet.

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;

The development is located in the (DB) Downtown Business District and is generally consistent with the requirements of the Zoning Ordinance.

First, this development is in-line with the purpose of the DB district, "to preserve, protect, and promote the village-scale central commercial and office environment through promotion of mixed-use pursuits developed in a manner that is pleasant, safe, and convenient..." This proposed "mixed-use pursuit" through its scale, design and uses, will add to the pleasantness of the old Village by creating a new well-designed space which extends the historic downtown westward. It will also provide additional services in the center of the City along a major thoroughfare, providing convenient access to both residents and visitors who pass through the community. Lastly, the extension of walkways from the path along Powell Road into the site will make for a safe and comfortable pedestrian experience. Visitors to the downtown core will be able to park their cars in any part of the old Village and walk to this site with ease and safety.

Second, the DB district's purpose statement also calls for "small-scale residential, office and retail uses which was the hallmark of Village life, and minimization of the impact of provisions for auto parking on loss of community character." This development is small scale with office and retail uses which are small in scale. The building is one story and roughly 29 feet high. As for auto parking, it is in the rear of the building screened away from the main road by the building itself, which ensures the preservation of community character.

Third, the DB district permits retail shops, office facilities, convenience businesses and personal services to name a few. As a result, the proposed mix of office, retail, restaurant and medical offices are all permitted uses.

Fourth, the proposal is consistent with most of the dimensional requirements of the Code. The development is consistent with the principal building setback requirements of: 20 feet minimum and 25 maximum front yard and both 5 feet side and rear yards. However, this depends on which site plan is used for review. The site layout plan by E.P. Ferris shows a 30 foot setback, while the Thomas Berry site plan shows 20 foot setbacks. Staff asks the applicant to clarify which site plan is correct. The maximum lot coverage allowed in the DB district is 20%. The applicant is requesting 21.6%. A divergence would be required but Staff has no issues with this. Buildings all have a separation of 12 feet or greater, larger than the required 10 feet required by Code. All building heights are approximately 29 feet or shorter, less than the 35 feet maximum allowed by Code.

Lastly, the applicant has provided 96 parking spaces. Staff requires more detailed estimates of restaurant, office and retail spaces in order to determine the required parking spaces. A preliminary analysis was completed using assumptions below:

Retail (1149.07(b)(20)): Retail stores and all other types of business or commercial uses: Five (5) spaces plus one (1) for each 400 square feet of floor area.

Assuming 8 retail stores

8 stores * 5 spaces required per store = 40 spaces

Assuming 11,000 square feet (from traffic study) of retail space = $11,000/400 = 27.5$ spaces

Total spaces reduced by 50% for building in the downtown = $(40+28)/2 = 68 \Rightarrow 34$ Spaces

Office uses, administrative, business and professional (1149.07(b)(18)): One (1) for each 200 square feet of floor area.

5,500 square foot estimate provided by traffic study

5,500 square feet (Dentist office)/200 = 27.5

Spaces / 2 (50% reduction for downtown district) = $27.5/2 = 13.75 \sim 14$ Spaces

Eat-in restaurants (1149.07(b)(8)): Twenty-five (25) spaces, or one (1) for each three (3) seats, plus one (1) for each two (2) employees, whichever is the larger.

5,500 square feet (traffic study) with 60% available for seating = 3,300 square feet for dining

Assume 15 square feet per patron for full service dining = $3,300/15 = 220$ people/seats

$220 \text{ seats}/3 = 73$ spaces

Assume 20 employees = 10 spaces

Spaces / 2 (50% reduction for downtown district) = $(73+10)/2 = 41.5 \sim 42$ Spaces

Based on the above analysis, the minimum required parking is 90 spaces and the applicant is providing 6 more than required. By simple numbers, it is clear there are more than enough spaces. However, further qualifications are needed. First, doctor's offices and restaurants have inverse operating hours. When one is open, the other is likely to be closed. As a result, any dentist office parking will be open when the restaurant is open and vice versa. Also, since there is ample parking, Staff has suggested a partnership with the new development proposed to the west to share parking. Further, Staff would like to see a connection between Village Pointe through to this proposed plaza. This would not only help with access management but also open up a great deal of underutilized parking. Thereby lessening the need for more parking and using land for higher function purposes.

(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 development is very well suited for the site. As noted above, the type and location is consistent with the Zoning Ordinance. In addition, this development would be instrumental in helping to expand the downtown core across the rail road tracks. There is some development across the tracks already but this new building would have a greater relationship, through its design and mixed-used, with the old Village core. Visually, users and passersby would both clearly see the Village as larger than it is today.

The amount and intensity is somewhat more than most of the old Village center. However, it is similar to 50 South Liberty and its location is well suited for a more intense downtown use. It sits perfectly as a transition between the more suburban feel of Sawmill Parkway and the smaller scale of the old Village core. Its location essentially makes it well suited for the amount and intensity proposed.

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

As stated in #2, the location of the proposed development is ideal for what is being proposed. It serves as a transition piece between two vastly different areas. To elaborate on the proposal's neighbors, it is bordered on all sides by commercial except the northwest, where there is residential. The commercial uses surrounding the site will benefit from the synergy of having another commercial use. There may be some negative impact on the residence to the northwest, but as this is a downtown area, it is not unexpected that commercial and residential homes will intermingle. Overall, the site should have many positive impacts on its surrounding business neighbors, ranging from increased foot traffic for businesses to increased aesthetic appeal of the area.

Public facilities will not be impacted by this development and the existing pathway along the south end of the site will remain. Furthermore, pathways will be added along the east and west side of the site.

The streets will have some negative impact. A traffic impact study was provided as part of the application package. The summary from the study is:

Summary:

The site drives and adjacent intersections operate acceptably with year 2017 opening day conditions. In the 2027 and 2037 horizon years, SR 750 continues to operate well, but the Traditions Way and Lincoln Street side streets will experience increasing delay. Widening southbound Lincoln Street to provide a left turn lane and a through/right lane will help reduce delay for the side street. An eastbound left turn lane on SR 750 to Lincoln Street will improve access to the site and reduce delay for SR 750.

The City of Powell should consider pursuing dedicated right of way for W. Case Street to make it a through street to Village Point Drive. This would provide access to a signalized intersection, which will also help reduce delay for the side streets adjacent to this project.

Overall, with the development, many of the streets will see minimal increases in delay (wait times ranging from 2-10 seconds more). Traditions Way and Lincoln Street, on the other hand, will be significantly impacted during the PM peak period (wait times ranging from 4 to 90 seconds more). Staff would like to highlight there is a significant impact on these two side streets but the level of service (LOS) for both no-build and build scenarios remains the same. Meaning, with or without this development, the side streets will have delays in the future. As a result, it is Staff's opinion the positive aspects of this development on community character, convenience and tax base for both schools and City outweigh the longer wait times on the side streets or the minimally increased wait times on the surrounding streets. Staff would like more detail about the recommended improvements and what positive impacts they could have on the roadway system, especially in terms of wait times. Staff would also like to mention it does not take traffic concerns lightly, it is a very high priority and a group of Council members, Staff and consultants have begun a process to look at downtown traffic and try to address it. However, it should be made clear, traffic should not supersede developments which have overall positive impacts for the community and its residents. The recommended improvements of West Olentangy Street and Lincoln Street made by the traffic study should be engineered and constructed by the applicant. The improvement to West Case Street is an off-site improvement the City is going to have to make, as this development is not specifically making a direct impact upon it.

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

The onsite circulation of the site is more than adequate. Staff is pleased to hear the applicant is working with the developer to the west to mirror the access drives to improve safety.

As per the traffic study provided by the applicant, road improvements may need to be done as part of this development. Staff would like to highlight the need of the applicant to understand the proposed improvements which may be done by the development to the south and east (Powell Crossing). This applicant shall work with the City and the Powell Crossing developer to coincide with their own development.

Pathways are to remain unchanged and unaffected along the front of the site.

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

The yard spaces for such a development are adequate. In addition, the courtyard feature in the center of the development will provide a nice public space.

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

The site does not have open space or natural preserves.

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

The development is not anticipated to be developed in phases.

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

The letter from the owner states they would like to begin construction right away. It is assumed by Staff, due to the scale of the development, it may take between 12-18 months to complete.

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

Improvements by the Municipality will not need to be made. All upgrades will be provided for by the applicant. In case there is a shared improvement, the City and developer may need to enter into an agreement.

(10) The community cost of providing public services to the development, and

There is no community cost to providing public services. Their proximity to the police department is also a plus.

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

As stated at the beginning of this Staff report, Staff sees a significant positive impact on the surrounding area from this development. This development will continue the trend toward revitalization and new construction which is in-line with the scale and design of the old Village character. The greater Powell area will benefit from another service and retail center for our residents to enjoy.

"The Planning and Zoning Commission may require the staging of the planned development to minimize early stage major impacts on the community infrastructure and services systems, and may require the staging of land uses to be generally consistent with the phased development of supporting land uses and public services and facilities.

The Commission's approval in principle of the Preliminary Development Plan shall be necessary before an applicant may submit a Final Development Plan. Approval in principle shall not be construed to endorse a precise location of uses, configuration of parcels, or engineering feasibility."

Comprehensive Plan Consistency

The proposal of the mixed-use buildings is in-line with the City's 2015 Comprehensive Plan. Specifically, in regards to development guidelines:

1. Commercial and mixed-use buildings should be located adjacent to the public sidewalk with prominent main entrances and storefront windows (p.30).
2. High quality materials and architectural detailing is critical to ensure new development contributes to the Village character (p.30).

Regarding overall land use policy recommendations:

3. Maintain the character of the community in its Historic Village District (p.48). A mixed-use retail center is in-line with the type of commercial/office model used in past.
4. Encourage mixed-use development in appropriate locations, as designated in the plan (p.48). The location of this use is perfect for this type of use. It is very close to the four corners and is a gateway feature into the Village Green.
5. An overall, guiding principle of the Comprehensive Plan was new commercial development should contribute to both the service needs of the community and the economic and fiscal well-being of the City. This development is providing service needs and more opportunities for services to residents and is taking into consideration the economic and fiscal well-being of the City. Commercial and office development brings in more money as a tax generator than residential development does. Tax revenue will help the City provide more and better services to residents.

Staff Comments

The design is high quality and the added breezeway on the east side is appreciated. The details and materials proposed also look as though they will blend nicely with the downtown core. Again, this is a transition area between more suburban forms of development to the west and the old downtown core to the east. The overall aim should be to tie more into the old Village than the building types to the west. Also, Staff would recommend the development text specify it is required for all retail spaces to have a door fronting a street. This is to ensure access is not only from the parking area, which in turn, further promotes a pedestrian sense to the development. Staff defers to the Architectural Advisor for further architectural comments.

This is a very well prepared submittal by the applicant's consultants. However, there were some discrepancies between the different pieces. Namely, the front entrance is inconsistent amongst the different drawings. Also, as stated above, the setbacks are 30 feet in one drawing and 20 feet in another. Lastly, the number of trees proposed is 31 not 30 on Exhibit D-1. Please correct and carry through the plans. Overall, we appreciate the hard work and complete submission.

The City Engineer also provided some preliminary comments. Most importantly, the City Engineer would like to see natural systems used (bio swales, bio basins, etc.) before manufactured systems for storm water management, as they are more desirable for post construction maintenance. Please contact the Engineering Department for more details.

Staff Recommendation

Staff recommends Preliminary Development Plan approval with the following conditions:

1. Allow divergence of 1.6% lot coverage.
2. Provide more details about the square footage use of the building.
3. Work with the neighbors to the west to share parking and create shared access drives.
4. Coordinate roadway improvements and storm water management concerns with the City Engineer.
5. Correct the minor inconsistencies between the drawings and illustrations.
6. Provide a sign plan with the Final Development Plan.

Chris Meyers, Architectural Advisor, said in regards to the site, he noticed in the civil plan, some use of porous pavement and structured retention. He is familiar with the system but it would be beneficial for the Commission to understand the logic behind where the material is being selected, what it looks like, how it functions and to provide an understanding of how storm water management is being accomplished. Last month, a Sketch Plan for the property to the west of this proposed development came before P&Z. Mr. Meyers said he told that applicant the opportunity exists to have like-minded developments directly across the street from each other since both developments are happening at the same time. Consideration needs to be given to more than just lining up the roads. He suggested, whether through the City or directly with each other, each developer needs to make themselves aware of what the other developer is doing. Not just in the massing and scale of buildings but also how materiality is considered. The developments don't have to look the same. The developers just need to have a thoughtfulness of how the developments will come together. Landscape components, light fixtures, light intensity, traffic patterns all need to be considered together. The City might want to organize a sit down to go over how the developments can work together. Mr. Meyers said the western entry concerns him. When you enter the property from the west drive, people will basically drive into the back end of parked cars. Distributing parking might be a good idea, even if it means losing a couple intermediate medians. This change might make for a more gracious entry. Mr. Meyers said he understands moving the dumpster for the businesses so dumpsters are closer but there is a message given when you enter a site and you are at the dumpster. A clever way to cloak the dumpster area needs to be considered; a coach house or a creative, architectural piece which appears to be an extension of the building. Mr. Meyers said the landscaping to the north, near the condo development, needs to be considered for a sound and view buffer. The density of trees and plantings in the parking lot is great. The central courtyard has the opportunity to be a vibrant, active, useful space but it is over planted as shown. Outdoor seating with café tables would be nice; a place to wait while waiting to get into a restaurant. The trees and manicured lawn may hinder having space. The fountain is nice. Mr. Meyers said he has a feeling the back court area is going to be a very popular area. A hardscape design might be better for usefulness and activity. He appreciates the breezeway. Mr. Meyers encouraged the applicant to think about the treatment between the building facades and the road as more of an opportunity to have people energize the entire area of the building. The ability to lease the spaces would benefit, especially if there are retail areas or restaurants with outdoor, active use, shared space on the front of buildings, along with the back courtyard. Mr. Meyers asked Todd Faris to think about a landscape design which is more clustered compared to the very equal spaced design shown in the design drawings. Mr. Meyers said food service facilities tend to generate a lot of trash. Where trash receptacles are placed needs to be thought about, so they integrate into the design of the site. This site is going to be a destination for community bicycle riders. Powell is full of people who will ride miles to go to a place such as this development. The developer needs to think of logical places for people to lock up their bikes. Pedestrian and bike traffic needs to be thought about. The character and stylistic designs of the buildings are good and fits the vibe of the community nicely. The effort shows in the details, on the roof overhangs, bracketing details, signage panels and transom components. Mr. Meyers encouraged the architect to zoom in on all details. The signage and signage lighting gives the impression there is going to be a lot of light fixtures, with 3 lights per sign. Mr. Meyers said the quantity of lights could be reduced due to the positions and shaping of the lamps. There would be more bursts of lighting at the store fronts as opposed to complete uniformity on the façade. The building would be lit in a more elegant way. Landscape up-lighting should be considered. The tower at the breezeway should be lit differently. The plans show 3 gooseneck lights and a sign. A variation of lighting should be considered. A great pendant light could be hung in the dormer to help illuminate the center walkway space. Mr. Meyers said he realizes the final tenant plan doesn't exist but signage panels for store fronts of tenants who take over more than one area need to be thought about. There should be flexibility in the building design for tenant opportunities where multiple spaces are taken. During the Sketch Plan presentation, it was said the mechanical systems, including air units and hoods, were going to be in the aerial wells in the roof. A roof plan which shows a section, cut through, showing units are set low, hoods and hood scoops would be beneficial. There is a note on the drawing, on the east side of the building, near the breezeway, saying the meter area is located there. Mr. Meyers asked if the note means water or electric meters. The breezeway isn't the greatest place to walk through and see 40 electric meters. He suggested making the area a concealed component or putting the meters somewhere where a lot of people won't be walking. Mr. Meyers said Easton shopping center put store fronts in their breezeways. There are big panels like barn doors, which can be slid open, and all the meters are behind. It is a clever way to cloak the meters. Mr. Beery said it was never their intention to

have a bunch of meters in the breezeway. Mr. Meyers said it will be great to see color choices at the next submission. He recommended boldness in color. The dormers could be more proportionately vertical; they seem a little too squatty and horizontal. The dormers, if they read more vertical, would balance the long, low appearance. Mr. Meyers said he thinks this development will be one which everyone points to as an example of how a design was done right.

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

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

Commissioner Fusch said he is really glad to see the proposed development. He likes what he sees so far. The development will fit well with downtown. He appreciates Mr. Meyers' comments regarding the various design issues. He had some of the same thoughts. He is looking forward to seeing the architectural renderings and colors in the Final Development Plan. Commissioner Fusch asked for clarification on the issue raised in the Staff Report about the 20 foot versus 30 foot setback. Mr. Kambo said the Code requirements are 20 feet minimum. Commissioner Fusch asked if that is from the center or the edge of the street. Mr. Kambo said from the edge of the street. Mr. Betz said from the right-of-way. Mr. Beery said at some point through the process the right-of-way was changed. The right-of-way went from 30 feet to 40 feet. The engineer showed the old right-of-way with a 30 foot setback. Their plan shows the new right-of-way with a 20 foot setback. The setback is in the same spot. It is just a question of the right-of-way line they went off of. The line is shown in the same spot in both drawings. It is a question of the verbiage from the right-of-way. Mr. Betz said this will be straightened out. The right-of-way in the end should be 40 feet from the center line. The building is set up for 20 feet from there and this is the way it is drawn. Mr. Beery said the building location will not change. Commissioner Fusch asked what the relationship of the facades of the buildings at the 20 foot right-of-way is to the buildings to the immediate west. Mr. Kambo said the buildings will be stepped back a little bit. Commissioner Fusch said he asked due to buildings all being in line with each other in typical historic downtown areas. If you want to create a historic downtown feel, you want the buildings to all be in line. Mr. Kambo said bringing the buildings forward even more could be considered but he reminded everyone of what Mr. Meyers said about creating spaces for people in front of the buildings. Leaving the buildings back allows for spaces to be created out front. Mr. Betz said Powell's downtown area isn't like a typical historic downtown and it makes Powell unique. He thinks the people space out front of the buildings is more important. Commissioner Fusch asked if Staff has heard anything about the developer getting together with the owners to the west about opening up parking lots and moving traffic so cars can come out at a traffic light. Mr. Betz said he has spoken with the owner of Village Pointe Center. A meeting was set up but the owner had to cancel. The owner is willing to talk about a connection between the two centers. Mr. Kambo said the developers of the two new developments are working very nicely together. Commissioner Fusch asked if there will be conflicts over who gets access to which parking lots. Mr. Betz said he doesn't think so. The connection will benefit everyone; access brings the opportunity for more business. Commissioner Fusch asked for an update on the extension of Case Street, can the project be moved along. Mr. Betz said the extension needs to be designed and built. The City has the right-of-way already. The Keep Powell Moving initiative will identify and prioritize these types of projects. He sees Case Street as being a high priority because it will provide a lot of access and takes care of safety issues. Commissioner Fusch asked for a status update on the queue cutter. Mr. Betz said the pole is up and the signal heads will be mounted. The signal will be on flashing for two weeks and in three weeks the signal will be operational. Commissioner Fusch asked if the light at the queue cutter goes red when the light at the four corners is red. Mr. Betz said not necessarily. There are sensors in the pavement which will be triggered when a car stops over the sensor so there won't be a back-up over the tracks. Commissioner Fusch asked if the street improvements shown in the Staff Report are a responsibility of the applicant or a future project. Mr. Betz said the street improvements shown were generated when Powell Crossing was being discussed and are a part of the Keep Powell Moving initiative. The improvements this developer is responsible for is at Lincoln Street and the front of their development; a right turn onto Lincoln Street. The City's Traffic Engineer has reviewed the improvement. Commissioner Fusch said he is happy to see this development move forward. He is happy with the design and layout of the buildings. He looks forward to seeing the Final Development Plan.

Commissioner Hartranft thanked the applicant for coming before P&Z. The plan is very nice and shows a lot of details. He asked if there are plans for public restrooms outside. Mr. Beery said they have not planned restrooms at this point. Mr. Betz said restrooms are something to consider.

Commissioner Little thanked the applicant for coming back. He considers this development the front door to downtown Powell when you approach from the west. The development is a great concept. The Final Development Plan needs to show the Lincoln Street and Olentangy Street improvement. He encouraged the developer to connect with the property to the west. All properties need to work collectively to make the area a destination, to complement each other with what is provided in each of the facilities so the area becomes a one-

stop destination for people to achieve multiple experiences and desires. This would potentially create the opportunity for a lot of business and revenue. Allowing for foot and bike travel cuts down on the amount of traffic. Case Street needs to be improved and a connection made between Village Pointe Drive at the Case Street intersection and Big Bear Drive to the north. If this connection is made, a lot of people can get to this development without ever going onto Olentangy Street. This may be a big vision but if looked at collectively, the City or Council might consider it. Mr. Betz said the Keep Powell Moving initiative is looking into the idea. Commissioner Little said shared parking agreements are important. Commissioner Little said he looks forward to seeing the signage plan in the Final Development Plan. Landscaping should complement the general area. Commissioner Little said he is OK with the divergence on land coverage. There needs to be a shared approach to lighting. Setbacks should be complimentary.

Commissioner Boysko agreed with all of the comments which have been made. The plan is well-developed and articulated. The development will be a great improvement to the City. The outdoor plaza could be a great area if it is developed in such a way that allows a lot of activity. Eliminating some landscaping and making the area a hardscape area would be OK. The sidewalks on the south side of the buildings are a good area for outdoor seating. Commissioner Boysko asked Mr. Beery if they have thought about where uses are going to go in the shopping center. Mr. Beery said they are trying to keep it real flexible. One of the drawings shows a sample patio plan. If a restaurant goes in, a patio could be provided. It really comes down to the money a tenant wants to spend. Things like patios aren't going to be built ahead of time. The plaza is being provided which would be a benefit for any business but anything beyond the plaza would be the tenant's responsibility. Commissioner Boysko asked if the tenant would be responsible for anything beyond the actual building and the plaza. Mr. Beery said the developer will have control over what is done but yes, tenants would be responsible for the cost of anything in addition. Commissioner Boysko said with the setbacks as they are, the south side of the building is a great opportunity, with or without restaurants, to have an active space in front of stores. Mr. Beery said they aren't excluding the possibility but anything beyond sidewalk amenities isn't being planned right now. The far north leg of the buildings is a good opportunity for a restaurant to come in and have outdoor patio space. Commissioner Boysko said it sounds like it is a little premature to think through the uses and identify where specific uses are going to be and develop the architecture based on uses. He asked when the developer thinks they will start identifying uses. Mr. Beery said they aren't sure. He thinks it will happen fairly quickly. Commissioner Boysko asked if uses would be identified after the Final Development Plan. Mr. Beery said yes. It is also hard to specifically say how many parking spaces will be needed when we don't yet know what type of businesses are going to be in the shopping center. At this time, we try and keep things as flexible as possible. Commissioner Boysko asked if the allocation of uses mentioned in the plan, 5,000 SF restaurant, 5,000 SF office space and 5,000 SF retail, is appropriate. Mr. Berry said the allocation is as good of a guess as any. Commissioner Boysko said he is just wondering how synergy between the shopping centers can be created, how tenant mix can complement each other as Commissioner Little suggested, so businesses aren't competing against each other. Commissioner Boysko asked the Commission if they will make having access between all developments a condition. It is going to be very important to be able to get out of the properties and turn left at a light. Mr. Betz said it will depend on what the Village Pointe owner wants to do. He can't be forced. Commissioner Boysko said it might be more of a priority to connect roads than it is to connect parking lots.

Commissioner Jester said the development is very appropriate for the property. Commissioner Jester asked what the residential development is to the north. Mr. Betz said they are condominiums. Commissioner Jester asked if the residents have been notified of the development. Mr. Betz said the residents have been notified of this project and the Traditions project. Mr. Kambo said anyone within 250 feet was notified with postcards. Mr. Betz said a resident stopped in and was shown the plans. The resident liked the plans. Commissioner Jester asked Mr. Kambo what type of usage details the City is asking the developer to provide. Mr. Kambo said it is premature to ask for details. The developer has given a best estimate.

Commissioner Cooper had no questions. He looks forward to seeing the Final Development Plan.

Chairman Emerick thanked the applicant for coming back before P&Z with the detail they provided. The project looks great and he is excited about it.

MOTION: Commissioner Little moved to approve the Preliminary Development Plan for the property located at the northwest corner of West Olentangy Street and Lincoln Street as represented by Dr. Ali Khaksarfard, DDS, to construct a commercial building containing approximately 21,647 square feet on a 2.3 acre site, subject to the following conditions:

1. That the 1.6% lot coverage divergence shall be allowed; and
2. That the applicant shall provide the details, with a best estimate, for usage of the buildings and the relationship with the neighboring buildings; and

3. That the applicant shall work with the three (3) neighbors to the west to achieve shared access drives and shared parking agreements; and
4. That all proposed Lincoln Street / Olentangy Street improvements and storm water management solutions shall be coordinated with the City Engineer and details provided at the Final Development Plan; and
5. That the applicant shall provide corrected drawings and illustrations at the Final Development Plan review; and
6. That the applicant shall incorporate the City Architectural Advisor's and the Planning & Zoning Commission's suggestions at the Final Development Plan review; and
7. That the applicant shall provide a complimentary, detailed landscape and lighting plan at the Final Development Plan review; and
8. That the applicant shall work with City Staff to determine the appropriate setbacks; and
9. That the applicant shall provide accommodations for alternate transportation such as bicycles; and
10. That the applicant shall provide the site signage plan at the Final Development Plan review.

Commissioner Fusch seconded the motion.

VOTE: Y 7 N 0

OTHER COMMISSION BUSINESS

Mr. Kambo reminded the Commission of the upcoming P&Z workshop and asked members to advise him if they would like to go. The Development Department will register and pay for any member who would like to attend.

ADJOURNMENT

MOTION: Chairman Emerick moved at 8:28 p.m. to adjourn the meeting. The Commission seconded the motion. By unanimous consent, the meeting was adjourned.

DATE MINUTES APPROVED: May 11, 2016

Donald Emerick 6/15/16

Donald Emerick
Chairman

Date

Leilani Napier 6/15/16

Leilani Napier
Planning & Zoning Clerk

Date

