



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

December 14, 2016

A meeting of the Powell Planning & Zoning Commission was called to order by Chairman Don Emerick on Wednesday, December 14, 2016 at 7:00 p.m. Commissioners present included Shawn Boysko, Trent Hartranft and Bill Little. Also present were Rocky Kambo, GIS/Planner; Alex Carlson, Zoning Inspection Officer; Leilani Napier, Planning & Zoning Clerk and interested parties. Ed Cooper, Richard Fusch and Joe Jester were absent.

STAFF ITEMS

Mr. Kambo introduced the new Zoning Inspection Officer, Alex Carlson.

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 Boysko moved to approve the minutes of November 9, 2016. Commissioner Little seconded the motion. By unanimous consent the minutes were approved.

CERTIFICATE OF APPROPRIATENESS

Applicant:	Mathew Althouse
Location:	26 W. Olentangy Street
Zoning:	(DB) Downtown Business District
Request:	To review a proposal to make renovations to an existing building for the purposes of a restaurant.

Mathew Althouse, Architect, 1165 Elm Park Circle, Galloway, said their site plan shows a 50' x 150' existing building. There are two different levels to the building which are about 16" different in height. There are ten (10) parking spaces, including a handicapped space, behind the building. Mr. Althouse said he received comments from the Architectural Advisor regarding trash. Dustin Sun, the owner of the property and prospective restaurant, will be talking to the neighbors to see if they can share a dumpster to consolidate trash pickup. Mr. Althouse said Mr. Betz spoke with him about sharing parking with a neighboring tenant. He doesn't know if Mr. Sun has spoken to neighbors as yet. They are currently one parking space short. The existing building will be cleared out and the deck will be taken off of the back to make room for a cooler. They will leave the existing finishes on the sides of the building and paint to match the front. The front of the building will be completely re-done. The proposed plan is for an Asian Fusion style restaurant with finger foods, skewers and pre-prepared food served similar to Chipotle style restaurants where you watch your food built in front of you, picking your ingredients. There will also be sit-down service dining where you order off a menu and you are served food. There will be a bar area. The kitchen will be in the rear and a walk-in cooler in the back. Restrooms are being improved. The occupancy load will be increased so they will have two, single use bathrooms. The Architectural Advisor had a question about accessibility to the lower level of the building. They have tried to provide access all around. There is a little seating area outside where the City of Powell has placed a couple benches. They want to move the entrance from the front of the building onto the side so they have more room to bring the grade up to create a flush transition into the side dining area. Mr. Sun has a goal to create an outdoor environment. They don't have space on the street to do this but they would like to have openings on the front and side of the building with sliding barn doors so they can open the barn doors. The outside of the building will be re-designed. They want to raise the parapet up, square it off and give it a more historic look. Mr. Sun tried to find historical photos of the building. They are trying to improve the architectural look of the building. Mr. Althouse said he would like input from the Commission or Staff on how the cornice and porch should look. They are adding as much of a porch as they can. The Architectural Advisor made a comment about the porch encroaching on the property line across the face of the building. They may need to

flatten this area out. They want to create an entry feature. Design guidelines encourage porches. They will replace all windows with energy efficient windows. The windows will be very similar to Jeni's windows; dark store front with grid work within the panes of glass to create a historic look. They will have a different material used on the different levels of the building. They will go to board and batten from horizontal lap siding. The architecture will wrap the corners of the building. The existing siding on the sides will be maintained and painted to match the front. The metal roof will stay. Overall, the look of the building will be improved with a downtown flare. Mr. Sun is planning on using a dark green with a dark grey or black trim, orange or red accents.

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

An aerial view of the property was shown to give the Commission an idea of the location of the site. The back of the property will be paved for ten (10) parking spaces. There are two (2) parking spaces out front of the building. Staff has asked the applicant to see if they can share parking with their neighbors to the east and west. The businesses to the east and west have the typical 8:00 a.m. to 5:00 p.m. hours. A restaurant's hours extend into the evening/night. There is a great deal of parking the applicant could utilize. The City has a public seating area just outside of the proposed restaurant. The seating could potentially be moved out of the way so the applicant can use the space as an entryway into the side of the restaurant. Staff has spoken with the Public Service Department and there is some flexibility to make this happen.

ORDINANCE REVIEW

This application is before Planning and Zoning first, before being seen by the Historic District Advisory Commission (HDAC), because the request is for an addition to a non-residential structure. Additions to non-residential structures are reviewed by P&Z before HDAC, if the request even goes on to HDAC at all.

COMPREHENSIVE PLAN CONSISTENCY

When we look at creating downtown Powell as a vibrant, accessible downtown center, improving existing structures is a great way to make an inviting space. The architectural style presented is in-line with our Historic guidelines. The Comprehensive Plan speaks to mixed-use village centers. There are guidelines for a mixed-use village centers. We want to make sure there are prominent buildings facing the sidewalks. We want a walkable downtown community. This structure will have 2 or 3 openings off of the main road. We also want to have inter-connected and shared parking lots. We can't necessarily hold the applicant's feet to the fire but it is good to hear the applicant is trying to work with their neighbors to have a shared parking agreement. The Keep Powell Moving initiative recommends putting parking in the back of businesses. This proposal will put parking in the back. The proposed building materials follow the downtown architectural guidelines.

STAFF COMMENTS

In the downtown core, there are different types of calculations used to determine parking requirements, based on the type of business. The applicant is calling this a carry-out type of restaurant. If the carry-out restaurant calculation were used, this business would be required to have eight (8) parking spaces divided by two (2), because the building is located in the Historic District, or four (4) parking spaces. Businesses in the Historic District are only required to have 50% of the required parking. In Staff's opinion, this business is an eat-in restaurant. An eat-in restaurant, in any other part of the community, would require twenty-five (25) parking spaces. This business will be in the downtown Historic District so they will be required to have 50% of the 25 parking spaces or 12.5 parking spaces, rounding up to 13. They currently have ten (10) parking spaces in the back and two (2) parking spaces out front or twelve (12) parking spaces. They are short one (1) space. However, as we all know, the Downtown Business District Code does allow P&Z to reduce this requirement if the Commission sees fit. As long as the applicant requires their employees to use the municipal parking lot for employee parking, Staff feels it would sufficient to reduce the requirement. The City did something similar for the Kraft House.

Staff would like the Commission to know they can send this request to the Historic District Advisory Commission (HDAC) for further review of the building and architectural details. It might be a good idea to do so since Staff has a number of questions pertaining to design and architectural details which need to be answered. Items such as the refined details on the trim, colors, windows, doors, material to be used for the parking lot, materials to be used for paneling, details on the walk-in cooler. Chris Meyers, the City's Architectural Advisor, prepared a list of thirteen (13) questions (Exhibit 1A) which he would like answered. Mr. Kambo read through Mr. Meyers' comments.

Staffs feels any improvement to our existing buildings, to make them more in-line with the Historic guidelines, make them in-line with the Comprehensive Plan, the Downtown Revitalization Plan, the Keep Powell Moving Plan and any improvements which will lead to economic development for all businesses in and around downtown Powell are a good thing.

STAFF RECOMMENDATION

Staff does recommend approval with the following conditions:

1. The remaining items either be reviewed by Staff for final approval or by the Historic District Advisory Commission, allowing them to have the final say.
2. Staff urges the applicant to work with their neighbors to see if a shared parking agreement can be put in place.
3. A trash dumpster agreement needs to be in place.
4. The applicant should work with the Public Service Department to re-arrange the public seating next to the structure.
5. There needs to be more detail on signage.
6. There needs to be more detail on the walk-in cooler.

Chairman Emerick opened this item to public comment.

Jessi Iams, 6568 Liberty Road, passed out some information for the Commission (Exhibit 2). Over the past 7-1/2 years, Local Roots has been in business and it has been fun to watch her business grow and come to life. Local Roots is truly blessed to be rooted in this community. They wouldn't be here if it weren't for all of the loyal support and all of the residents. She has worked tirelessly to make her business a success which can be passed down to her son. It is unfortunate at this time that the City doesn't see the burden which is being forced on her business and other businesses in town with the addition of another high volume business, without downtown Powell having the proper infrastructure in place. The issue at hand isn't this proposal. It is about the additional high volume businesses coming into Powell without the proper, adequate parking being available. There isn't adequate parking for the businesses already in operation. She is aware the City has been working on the Keep Powell Moving plan but as of now the plan hasn't been adopted, approved or completed. The City shouldn't look at adding other high volume businesses until the Keep Powell Moving process is completed. Ms. Iams said she spends extra funds to protect her parking lot. She takes many precautions to protect her parking to provide convenience for her guests. She watches people park in her lot and walk to other businesses, which costs her business money. Every parking spot she loses costs her a minimum of \$500 per day. She pays over \$8,000 a year to have a person patrol and protect her parking lot. She does this so her guests will have parking. She even rents a parking lot when Local Roots has an event or the patios are open. Other businesses in Powell understand the value of onsite parking and spend money to protect their investment. Mr. Sun is aware of the value of his parking lot at his coffee shop. Mr. Sun chains his parking lot every night so no other business's guests can use his parking lot, which he pays for. He isn't the only business owner who chains their lot after hours. Another business put a fence up to protect their parking. Another business often tows cars which are in their lot. I respect why these business owners do this. They pay taxes on the property, maintain the property and carry the liability insurance. It is their investment. Ms. Iams said she carries a major burden in the parking issue because she has the most visible parking in downtown Powell. If there were more public parking lots available, this proposal wouldn't be such an issue. Currently, this isn't the case. She doesn't understand why she has to come and be the bad guy about this. If she were to tow a car when they park in her lot and walk across the street to Jeni's, she would lose a potential guest. Even if that person wasn't going in to Local Roots this time, she would lose them for all future visits. At the same time, she would be giving Powell a poor self-image. It isn't right that she, as a business owner, is put in this position. Why doesn't the City see what a big issue the parking situation really is? Two years ago, the Planning & Zoning Commission made a great decision when they made a business put in a drive to the municipal lot. This helped the business open and the flow of traffic. Ms. Iams said she hopes the Commission can make another wise and insightful decision with this proposal. It can be frustrating the standards from business to business aren't the same. When the Keep Powell Moving plan is in place and the work is complete, this is the time to look at a high volume proposal. Right now it would be an unwise decision in her opinion. The City can't set businesses up to fail. If the City approves high volume businesses, the proper infrastructure needs to be in place. The businesses and property owners need to be asked to uphold Code as it is written. She doesn't think this is the case now. If a business fails due to their own decisions and choices, it is fine. But a business shouldn't fail due to the City's choices not to follow the Code as written. She spent time reviewing Code 1149.7, section B, points 8 and 9. She has concerns about where the guests which come to Powell are supposed to park. The City has already allocated these parking spaces to the businesses which were approved without adequate on-site parking. Staff always talks about Powell's downtown parking Code, which divides by two (2). After reviewing the Code, she couldn't find where cutting the mandated parking spaces in half was actual Code. She might need to understand the Code more. She personally doesn't think it is a wise practice. Why make it harder to find parking in Powell? She doesn't understand why her business, her guests and her staff have to be stifled because someone wants to open their doors and the City just lets them without having the proper infrastructure in place. Additionally, the guests who come into Powell don't need to be burdened with a lack of parking. She begged the Commission to see the big picture on this proposal, at this current time, with the City's parking as it is. The project would work if there were proper amounts of parking. People are deterred from coming to places which lack parking. This is when businesses fail. Ms. Iams said she passed out copies of a letter she sent to the City in 2014 addressing this same issue and some pictures from a Friday in July of 2014 around 7:00 p.m. She

sent these pictures to the City in 2014 and the City's response was "Yeah, this is peak time. We don't have a parking problem in downtown Powell". For businesses, it is all about peak time. The pictures show parking is maxed out and a major problem. She hopes the City now sees there is a major problem with parking in downtown Powell. Businesses like hers depend on residents and guests driving and parking at their establishments. Downtown Powell is becoming a destination location and destinations need parking. There aren't 20 – 30 parking spots to offer this proposed new business. Existing businesses don't have enough parking. A new business shouldn't be added. Her handouts also give the occupancy for other businesses such as Kraft House, and where the parking has been allocated. At the end of the day, when calculations are done, 20 more parking spaces are needed which aren't there. Her handouts show a picture of the municipal parking lot. If businesses keep being told to use the municipal lot, where are City employees going to park? Where are people visiting the parks going to park? If the City keeps allocating the municipal lot to businesses, where are guests going to park? Her handout also includes some articles showing people complaining about parking downtown. One article from Gallo's makes it obvious everyone knows parking is an issue. It isn't a joke. It's disheartening.

Chairman Emerick asked Mr. Kambo to explain about dividing by 2 in the Code. Mr. Kambo pulled up Code 1149.10, section B. It says "the number of off-street parking required shall be reduced in the Old Powell Commercial District to ½ the required parking in other Districts for the same use". This is how the City gets the 50% reduction when calculating downtown parking. An over-arching reason there is a reduction in the downtown core parking is because the City doesn't want to take down historic buildings to put in parking. The City is very aware of the parking problems and knows parking is absolutely necessary. It is why the Keep Powell Moving initiative was adopted. City is also very concerned people are chaining their lots and not sharing parking. This isn't what the City wants. The City wants this to go in the opposite direction. People don't drive to places because there is a lot of parking. People drive to places because there are things to do and see. Having a wonderful business like Local Roots is the reason people come downtown. Not just because they have parking.

Vince Margello, 1900 West Powell Road, said his office is located at 3967 Presidential Parkway. The reason he came tonight is because he has heard this story so many times. He purchased the original Don Antonio's Pizza in 1980. He continued to purchase businesses. He has over 100 parking spaces. Jessi lams seats about 95 guests inside and another 90 outside. This is 180 guests. They use every one of their 130 parking spaces. He watches what happens. Mr. Sun has 11 parking spaces at his coffee shop which holds maybe 11 or 12 guests. Mr. Margello said he rents parking to Mr. Sun. Several times he gets calls from Mr. Sun that Local Roots customers and staff are parking in the coffee shop's lot. Mr. Margello said he picks up the phone, calls Jessi and tells her to get her employees and customers out of Mr. Sun's parking lot. Parking is a vital need to a business. He builds shopping centers. He knows how important parking is. You can't have businesses without parking. It doesn't work. Downtown Powell has come alive again because of Local Roots. He rented the location to other businesses which didn't bring the people downtown. Jessi has brought the downtown alive. He understands people want to piggyback on this success and vibrancy. You have to have parking for the business. When the Kraft House was approved, there were these "ghost" parking spaces, sharing of parking. This never came to be. What do we find at night? We find Kraft House parking in the Local Roots parking lot. He pays for the liability insurance, he maintains the parking lot and he pays the real estate taxes on the lot. It is a burden on their parking lot and business. He feels like this is happening more and more. Prohibition had to put a drive in to get to the municipal lot so their parking traffic mostly goes into the municipal lot. Jeni's customers create a nightmare in the Local Roots parking lot. They see people drive in, park and walk across the street to Jeni's. He tells Jessi all of the time she can't tow the car belonging to a woman with 3 kids going into Jeni's to have ice cream. She will lose a customer. If you look on Facebook, he is known as the parking lot Nazi because he protects his parking. The City wants to approve another business. You can't have a building holding 60 guests with a 10 parking space lot. It just doesn't work. All the City is doing is causing more problems for Local Roots, a property he owns. He takes it personally. Let the business find 30 or 40 spaces first. They will have employees and sales people on top of customers and peak times. Why place the burden on other people's property? Mr. Margello asked how the Commission would feel if their neighbor bought 10 cars and started parking their cars in the Commission's driveways. The Commission wouldn't like it. He doesn't like it happening to his business either. He just wants to maintain his business downtown and keep the value of his property up. He takes good care of his property trying to make the downtown look good. He is tired of fighting in regards to customers from other businesses parking in his lot. It shouldn't be allowed. Jeni's has 2 parking spaces. Please take this into consideration before creating new businesses downtown. The Keep Powell Moving plan will destroy 30 of his parking spaces. He will never favor the Keep Powell Moving plan. He would like to see something else done which doesn't destroy his parking spaces. He is in the process of proposing a wedding barn. He won't say where the location is going to be but the wedding barn will probably hold 150 people. He needs 75 – 80 parking spaces for the wedding barn. Could you imagine him building the wedding barn on the 2 acres he has behind Local Roots? The downtown Code would say he only needs 20 parking spaces. That would be a nightmare. The City needs to make sure the infrastructure is in first. There is a traffic problem downtown and a parking problem downtown. To say there isn't a parking problem is to say there is no traffic problem at the four corners.

Hearing no further public comments, Chairman Emerick closed the public comment session and opened the floor for comments and questions from the Commission.

Commissioner Hartranft asked Mr. Kambo to show the satellite image of the proposal's property. He said he likes the plan, the concept and the renovation. He was one of the Commission members who wasn't a huge proponent of the Keep Powell Moving plan where street parking is to be removed for this very reason. Parking is being taken away from a business and asking other businesses to bear the brunt of the lack of parking. He asked where additional parking is going to be found for the proposed business. The applicant mentioned sharing parking with neighbors next door but he doesn't see any parking lots next door. He sees gravel and not much of a space. Mr. Kambo said as per Code, the proposed business needs 13 parking spaces. There are 10 spaces behind the business and 2 spaces out front. They applicant is short 1 space, per Code. The first idea was for the applicant to enter into an agreement with their neighbor, be it gravel or not, there is still space to park to the east and also to the west. Per the Staff Report, Staff has asked the applicant to have their employees park in the municipal lot. Kraft House and Prohibition are both businesses who are making downtown a thriving place and have their employees park in the municipal lot. Many times the municipal lot is not full. There is also a municipal lot beside Howard Hanna. Lastly, Staff would like to see the applicant speak to the owner of the carry-out right behind the applicant's building, where Subway is located, to share parking. There are 3 or 4 different places the applicant can share parking. Commissioner Hartranft said Staff is asking the applicant to talk with neighbors about the possibility of sharing parking. Should this be made a mandate? The applicant clearly doesn't have enough parking. Should we make it conditional for approval? Mr. Kambo said if P&Z is willing to allow the improvements and the establishment of a new business contingent upon parking, then yes, P&Z can do this. Commissioner Hartranft said the applicant is seeking a Certificate of Appropriateness. Mr. Kambo said correct. Commissioner Hartranft asked if he is getting too far ahead of ourselves at this point if we start putting conditions on the request. Tonight is strictly talking about whether the request is appropriate use of the property. Mr. Kambo said it was a good question. It is almost a yes and no question. If the improvement is appropriate, we also have to take into consideration the parking which is required. The simple answer is yes, it is worthwhile to consider a parking requirement as a part of the Certificate of Appropriateness. Commissioner Hartranft said he would be in favor of putting a condition on the request. Parking is a problem and it isn't going to go away. Businesses come to downtown Powell for a reason. He does think Local Roots has a lot to do with people coming to downtown Powell. Other businesses have piggybacked on their success. He wishes the businesses all the best and he wants their success to continue but as more and more restaurants are drawn in, parking becomes more and more of an issue. He would be in favor of a condition being added.

Commissioner Little said if he could choose one building in downtown Powell to renovate it would be this building. He is happy someone wants to renovate the building. The proposal, architecturally is good. He did hear the applicant acknowledge some details are missing from the proposal. The main issue to him is parking. As far as he is concerned, the municipal lot is full. Every time he comes to the City building, for whatever reason, the lot is full. When he comes to P&Z meetings he always thinks there must be something controversial on the agenda and everyone is here with pitch forks and ax handles but when he walks in there is no one here. The Prohibition people are using the municipal lot as well as others. Local Roots parking lot is also always full. He quickly counted 60 seats in this proposal. Thirty-nine (39) parking spaces are probably what is needed, regardless of what the Code says. He is confused as to whether a Certificate of Appropriateness should be approved. He thinks HDAC needs to look at the request. He thinks, in his own personal opinion, tabling the request might be better. The request can be processed fairly quickly when it comes back. Looking at precedence, when the applicant for the building on the corner came before P&Z, P&Z required him to get a parking agreement. The applicant was also told if a more high volume business was put in such as a restaurant, P&Z would require him to come back and show the Commission where he would find adequate parking, suggesting parking agreements with other businesses in the downtown area. Commissioner Little suggested tabling the request. There are also some parking spaces at the railroad. Mr. Kambo said the spaces along Depot Street are owned by the railroad. The railroad did approach the City with the option to buy these spaces however the amount was quite excessive. The applicant could speak with the railroad to purchase the spaces. Commissioner Little asked if the barbershop's lot is stones. Mr. Kambo said gravel. Commissioner Little said if P&Z tables the request, it would give the applicant time to work with the barbershop. Maybe the applicant could help the barbershop pave their parking area so there would be more obvious parking spaces. The carryout's parking lot is a mess. He heard the carryout might be changing ownership. This lot is clearly a good option and the applicant might have to help the carryout clean up the lot. The applicant needs to be able to show the Commission he has the parking agreements which will give him adequate parking for how the property is going to be used, regardless of what the Code says.

Commissioner Boysko said he agreed with the comments Commissioner Hartranft and Little made. He asked Mr. Kambo about the study which was done a year ago to evaluate parking in downtown. Mr. Kambo said the City did a Code analysis on existing parking. The City didn't do a parking census. A census would study certain days

and certain times. If he remembers correctly, the analysis the City did do was relatively on point in regards to parking and the Code. It was during the Kraft House request time. Commissioner Boysko asked if the analysis took into account the uses along Powell Road. Mr. Kambo said he believes it did. He thinks the analysis was specific to Kraft House, Prohibition and Local Roots and looked at what, by Code, they were required to have and what parking was available at the time. Commissioner Boysko said it probably didn't take into consideration the potential that some of the existing buildings could be changed into restaurants. Mr. Kambo said correct. Commissioner Boysko said he agrees there is a problem. He doesn't want to dismiss the validity of the concerns which were raised. He also feels the reduction in parking is no different from any other city. If you work in downtown Columbus, there are no off-street parking requirements. Powell having some limited off-street parking is positive. We could argue whether a reduction in parking of 50% is appropriate or not, but we evaluate per the current Code. He is not inclined to offer a variance or divergence for the parking count. He agrees that obtaining an agreement for sharing parking could go a long way to eliminate the issue for this applicant. Parking is an ongoing issue the City is going to have to deal with for all properties. There is some value with sharing parking. He is at a loss to understand why other property owners do not want to share parking, especially in the evening. Mr. Kambo said the Keep Powell Moving initiative really took into consideration the fact everyone won't share parking like the City would like them to. One of the recommendations in the Keep Powell Moving initiative is to try to get existing property owners to share their parking; to share via an agreement, share liability, share the maintenance. There needs to be more synergy between all of the downtown businesses. People would be able to spend their money at multiple businesses. Overall, this is a great economic benefit to the City and to the businesses. Commissioner Boysko asked if the City could help out. It is probably the liability issues which prevents people from sharing parking. Could the City help out with this? Mr. Kambo said this is a task from the Keep Powell Moving plan; to at least get conversations started. One of the residents mentioned an overall reduction in parking spaces with the Keep Powell Moving plan but actually with the reconfiguration of parking spaces the total number of parking spaces doesn't go down. The number of lost parking spaces would be very minimal if at all. The purpose of the connecting lots is to have traffic flow behind the main roads and additional parking would be provided. The City is very aware of the need for additional parking and the need to get people to work with one another. The City is tasked with the purpose of working with downtown business owners to see if we can get everybody working together. In turn, find the funds for infrastructure improvements. We are in a chicken and egg situation. Do we not allow new businesses and development to happen due to a parking requirement or do we get parking to bring in businesses. From what we have heard in all of the meetings, people want businesses and restaurants. Commissioner Boysko said he agrees we need to get the businesses in Powell and with businesses we need to address the parking. Parking is a component. It isn't realistic to say we need to put in all of these parking spaces and then the businesses will come. Businesses need to come first and parking to follow. Ideally parking is a part of the developments, so both problems are solved. Parking aside, Commissioner Boysko said he thinks this is a great development of an under-utilized building. There is a lot of potential. He agrees with Mr. Meyers' comments, it is a great first step. We need more details about the building, about colors, the materials, how the outside will be modified. Commissioner Boysko asked the applicant if he owned the outside area to the east. Mr. Althouse said it belongs to the City. Commissioner Boysko asked if there is an easement in place. Mr. Kambo said yes. Commissioner Boysko asked if it was possible to utilize the space in a different way so the restaurant could spill out with seating in the outside area. Mr. Kambo said they have had conversations with the applicant about how they could create a public space in this area. Right now the applicant doesn't have ownership of this space. The space the City owns is very small. Not enough space for seating. The City wants to work with the applicant. To have real useful space outside, the applicant would have to move out a little further. The applicant would have to work with the owner next door. Commissioner Boysko asked how much the barn doors encroach onto the City space. Mr. Althouse said the barn door wouldn't connect to the space. The man door would open into the shared public space. The barn door won't have cross access. A table will sit on the inside of the barn door. The barn door is to just simply open up the area. They would love to have some type of patio seating but he would have to involve the neighboring property owner. The neighbor would lose a couple parking spaces. He doesn't know how far Mr. Sun will want to take the idea. Commissioner Boysko said this is a Certificate of Appropriateness and to what extent should we approve the request with so many unknowns. If this request was a Preliminary Development Plan we would assign some conditions. If it were a Final Development Plan we would have to go back and re-evaluate. Mr. Kambo said the Commission has the option to table the request and send the request to HDAC, then bring the request back to P&Z. Commissioner Boysko said he doesn't know much about HDAC. Is their approval process similar to P&Z? Mr. Kambo said almost entirely, yes. If this would have been a residential use the request would have gone to HDAC first. They look at architectural guidelines, the Comprehensive Plan, all of the different plans the City has in place. HDAC goes a step further and digs deep into the architectural side of things. Chairman Emerick said Mr. Meyers is the Architectural Advisor for HDAC also.

Chairman Emerick said his recommendation would be to table the request and send the request to HDAC for their review. He feels like he is looking at a Sketch Plan which is lacking a lot of details. We would like to see those details before we vote on anything. Parking is a major, major issue. Twelve spaces for a seating capacity of 60 seems

totally unreasonable. The applicant needs to have at least 30 parking spaces minimum. He wouldn't include the 2 spaces out front on the street because those spaces may or may not be there at any given time. Other arrangements need to be made to find parking spaces. Mr. Althouse said he doesn't disagree. Chairman Emerick said this is his vote and his opinion. He recommended tabling the request. There are a minimum number of Commissioners present tonight. It would require all 4 positive votes to pass. If one votes against the request it is defeated. Commissioner Boysko asked if the applicant can ask for the request to be tabled. Commissioner Little said he thinks the applicant can request it. Mr. Althouse said it is in the owner's best interest to have the request tabled so they can figure out the parking and all of the architectural details, so they don't have to start over.

MOTION: Commissioner Little moved to table a Certificate of Appropriateness for the property located at 26 W. Olentangy Street as represented by Mathew Althouse, to allow renovations to an existing building for the purposes of a restaurant, subject to the following condition:

1. That the request shall be reviewed by the Historical District Advisory Commission prior to re-submittal to the Planning and Zoning Commission.

Commissioner Boysko seconded the motion.

VOTE: Y 4 N 0

(Cooper, Fusch, Jester absent)

OTHER COMMISSION BUSINESS

Mr. Kambo advised the Commission the Code Diagnostic Committee is continuing to hold meetings. Don Emerick and Bill Little are on the Committee, along with two Council members. The Committee, per the approved Comprehensive Plan, is reviewing and ensuring the Zoning Code is consistent with the Plan.

The Ordinance for the allowance of chickens went to City Council and Council sent the request back to Planning & Zoning for further review.

ADJOURNMENT

MOTION: Chairman Emerick moved at 8:13 p.m. to adjourn the meeting. The Commission seconded the motion. By unanimous consent, the meeting was adjourned.

DATE MINUTES APPROVED: January 11, 2017

Donald H. Emerick

Donald Emerick
Chairman



