



STAFF REPORT

PLANNING & ZONING COMMISSION

Village Green Municipal Building, Council Chambers

47 Hall Street

Wednesday, March 8, 2017

7:00 P.M.

1. ZONING CODE AMENDMENT PUBLIC HEARING

To amend Section 1147.11, Agricultural Uses, adding provisions for the allowance raising chickens on residential properties.

Project Background

The original ordinance was reviewed by P&Z on October 12, 2016. Since that time, the ordinance was taken to Council for review. Council at their meeting asked that the proposed ordinance be sent back to P&Z for further review. Since that time, staff, along with the Code Update Committee, revised the ordinance, and are resubmitting it to P&Z for review.

Proposal Overview

To amend Section 1147.11, Agricultural Uses, adding provisions for the allowance raising chickens on residential properties.

Changes since the Last Submission

The following are changes made to the ordinance from the original:

1. The ordinance now specifies that this use requires a condition use permit.
2. The Zoning Administrator is to inspect the coop within 30 days instead of the original 60 days.
3. Coops are defined as accessory structures.
4. There is now a maximum dimension to coops.
5. Language added to try to reduce the negative impacts on neighbors.
6. Maximum number of chickens reduced to 6.

Staff Comments

Staff sees the revisions as strengthening the code to ensure less intensity of the use and impact on the neighbors.

Staff Recommendation

Staff would recommend approval of the proposed ordinance by P&Z and that it be forwarded onto Council for adoption.

2. FINAL DEVELOPMENT PLAN REVIEW

Applicant: Pulte Homes of Ohio LLC
Location: Steitz Road and Hunters Bend
Existing Zoning: Liberty Township Farm Residence District (FR-1)
Proposed Zoning: Planned Residential District (PR)
Request: To review a final development plan for a proposed residential subdivision consisting of 183 units on approximately 109 acres.

Aerial Site Image: <https://goo.gl/maps/YRzGQyfwvxJ2>

Project Background

Carpenter's Mill proposed development received Preliminary Development Plan approval in January of this year. The approval is as follows:

Preliminary Development Plan

Commissioner Little moved to approve the Preliminary Development Plan for the proposed residential subdivision consisting of 183 units on approximately 109 acres, located at Steitz Road and Hunters Bend as represented by Pulte Homes of Ohio LLC, subject to the following condition(s):

1. That the applicant shall continue to work with City Staff and the County Engineer to finalize the details of the necessary roadway improvements related to this development, with particular attention to the design of left-hand turn lanes north and southbound on Steitz Road and any County Engineer improvement requirements at the intersection of Rutherford Road and Steitz Roads, and
2. That a stub street shall be included, connecting this development to the Miller property to the south, in place of Lots 135 and 136, and
3. That the divergences requested on pages 13 through 15 of the Preliminary Development Plan text shall be granted as submitted, and
4. That the Planning & Zoning Commission shall make a recommendation to City Council at the time of the Final Development Plan as to whether or not the proposed park development on Reserve K should be dedicated for public use, and
5. That the applicant shall continue discussions with the City Engineer's office regarding engineering concerns and all City Engineer's comments shall be taken into account at the Final Development Plan, and
6. That street names shall be submitted at the Final Development Plan, and
7. That all Architectural Advisor comments shall be incorporated into the Final Development Plan, and
8. That the applicant shall consider ten (10) foot bike paths versus the currently proposed eight (8) feet paths, and
9. That a comparison of public versus HOA overseen parks shall be provided at the Final Development Plan, and
10. That Staff shall request an evaluation by the County Engineer of potential safety issues at the intersection of Rutherford Road and Steitz Roads prior to the Final Development Plan, and
11. That the applicant shall reach out to the surrounding HOAs to establish a neighborly working relationship and attempt to take into account the HOAs' recommendations and/or suggestions as reasonable, and
12. That the applicant shall consider the request to improve Steitz Road the full length of Steitz Road, within the applicant's north and south borders of the development.

Commissioner Cooper seconded the motion.

Proposal Overview

The current proposal for Final Development has not changed that much, except for additional detail being provided and showing compliance with the Preliminary Development Plan approval. The following was done in compliance with that approval:

1. The plan show that the Steitz Road improvement includes the entire frontage and a bit beyond. Details of how the turn lanes will work are provided (see Sheet C200). As requested, staff reached out to the County Engineer. The County Engineer indicated that there are no improvements necessary to the intersection of Rutherford Road and Steitz Road. They recently did a speed study on Rutherford Road and examined the number of crashes at that intersection and have determined no changes in speed or operational control is needed. Staff requested the Township Road department to trim back tree limbs and shrubs which were causing sight distance problems toward the east and that was completed. There is also a large electric pole at this location. It might be possible to see if AEP can move this pole when others are done for the Steitz Road widening.
2. A stub street was included per this condition.
3. There are no changes to the divergences.
4. The Development Committee of City Council has reviewed this topic as well. It appears as though City Council would like to see Recreation Fees be paid rather than receive a constructed pocket park in-lieu-of a portion of those fees. Planning and Zoning Commission can still provide City Council a recommendation.
5. The applicant's engineer has continued discussions with our Engineering Department, who approve of the Commission moving forward with the Final Development Plan.
6. Street names have been submitted.
7. The applicant has shown a typical elevation showing side elevations and typical home designs.
8. The applicant has shown a ten foot path alongside Steitz Road. There should be 8 feet wide path through the site and a six feet wide path leading to Golf Village.
9. The comparison of park dedication or fees thereof are attached to this report. City Council Development Committee reviewed this and it appears as though they are going with the fees rather than park dedication. The Commission can still provide Council a recommendation.
10. This was reviewed in item 1 above.
11. The applicant has met with the neighboring HOA.
12. This has been done. See sheet C002.

Changes since the Last Submission

The changes on the plan are generally discussed above based upon the conditions within the approval of the Preliminary Development Plan and changes to the plan reflective thereof.

Staff Comments

The final Development Plan for Carpenter's Mill is following closely its Preliminary Plan approval. The applicant has done everything to submit the Final Development Plan in compliance with the conditioned approval.

Ordinance Review

In accordance with the requirements of codified ordinance 1143.11(k), in approving a final development plan, the Planning and Zoning Commission shall adhere to the steps below:

Recommendation by the Planning and Zoning Commission. Within thirty (30) days after the Public Hearing on the final development plan the Planning and Zoning Commission shall recommend that the final development plan be approved as presented, approved with supplementary conditions, or disapproved, and shall transmit all papers constituting the record and the recommendations to Council.

Before making its recommendation, the Planning and Zoning Commission shall find that the facts submitted with the application and presented at the public hearing establish that:

(1) The proposed planned district development phase can be initiated within two (2) years of the date of approval and can be completed within five (5) years;

The proposed Carpenter's Mill subdivision can be started within a year and a 5 to 6 year build-out is presumed.

(2) The requirements of the Comprehensive Plan relative to the site at issue have been fulfilled;

As stated in the 2015 Comprehensive Plan, annexation that is strategic in nature should be done. One of Powell's biggest draws is its multi-use path system. This development allows the continued expansion and connection of this system. This development will allow Powell to link up its most north western development, Reserve at Scioto Glen, to various other areas of the City. Also, this site will then provide walkable access to the future new City Park Site that will be developed in Reserve at Scioto Glen for residents within Golf Village. A small pocket park is also for consideration by the City.

The Comprehensive Plan identifies this area as single-family residential. It encourages connectivity to adjacent neighborhoods, extension of multi-use pathways, include sidewalks, reduce reverse frontage lots, and be of high quality architecture. The mixture of age-targeted and traditional single family type residences also helps with the reduction of impact to the school district as well as reduction of trips per day when looking at traffic impacts.

(3) The streets proposed are suitable and adequate to carry the anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the planned district plan area;

As evidenced by the traffic study and the County Engineer's office review of same, the anticipated traffic growth is suitable for the existing street system, except for improvements recommended to be made along Steitz Road.

(4) Proposed non-residential developments can be justified at the location and in the amounts proposed;

This is proposed for all single-family residential.

(5) Housing densities are warranted by amenities and conditions incorporated in the final development plan and are in accordance with these planned district development requirements;

In relationship to all of the amenities provided, the proposed density is warranted.

(6) Lands to be dedicated to public use are of acceptable and usable size, shape, and location;

The City and the developer are still discussing the land dedication or payment of fees in-lieu-of dedication.

(7) The area surrounding the development can be planned and zoned in coordination with and in substantial compatibility with the proposed development;

This proposed plan is taking into consideration existing adjacent development as well as planning for the development of vacant land adjacent to it.

(8) The existing and proposed utility services are adequate for the population densities and uses proposed, and

All utilities are available to this site or can be made available by the developer.

(9) Adequate provision has been made for the detention and channelization of surface drainage runoff.

The City Engineer has reviewed the plan so far and indicates it is a workable plan, pending final review of all of the details. The applicant's engineer is fully aware of our regulations and has worked in the area.

Comprehensive Plan Consistency

See #2 above.

Staff Recommendation

There are a lot of amenities provided within this plan and it is following many of the recommendations within the Comprehensive Plan as it relates to new single family development occurring at the edge of the community. It is providing for linkages between neighborhoods and open space amenities and is doing its best for tree row preservation and the "re-greening" of Powell. The roadway improvements that are part of this plan make sense, and have been thoroughly reviewed. Having a mix of housing types makes for a successful land use mix and is representative of fulfilling a need within the community as well as lessening the impacts on the school district. All of the requirements set forth in the Preliminary Development Plan have been complied with in this submittal. Staff recommends approval of the Final Development Plan for Pulte Homes for Carpenter's Mill with the following conditions:

1. That the applicant is required to follow all requirements of the City Engineer during the final engineering process.
2. That final review of street names will occur at the Subdivision Plat for each phase of the development.
3. That the Planning and Zoning Commission recommends/does not recommend dedication of Reserve K for a public park as proposed to be developed by the applicant, and the recreation fee be adjusted accordingly.
4. That the Steitz Road improvements happen at the time the first phase is developed.

Preliminary Development Plan Review – January 25, 2017

Project Background

In November and December of 2015, the Commission reviewed a Sketch Plan for the proposed development of the Smith and Shelly properties located on Steitz Road between Rutherford Road and Home Road. The applicant, Commission and Staff heard public input with regard to this proposal, and provided recommendations for the developer to examine as part of their future submittals with the Preliminary Plan and the Final Development Plan. This review is for the Preliminary Development Plan.

Proposal Overview

Pulte Homes has submitted a complete set of plans and text that meet the requirements outlined in our development regulations. The plans as submitted show great detail of the street and lot layout, tree survey, tree replacement plan, traffic impact analysis, and outlines how this proposal meets with the Comprehensive Plan. Page 4 of the submitted text outlines that there are a total of 183 single-family dwelling units, broken down into 111 traditional single family lots of various sizes, 67 active adult patio homes and 5 estate lots. There is a total of just over 27 acres of dedicated open space, which is 25 percent of the site. There are various sub-areas identified to show the transition of lot sizes and differences in housing product.

A key strategy of the proposed open spaces are to preserve mature wooded areas and tree rows and interconnecting these areas with the bike path system. Nearly 18 acres of wooded areas and tree rows are identified for preservation. There are large open space areas along the Steitz Road frontage, with the development of ponds and a vision of a carpenter's mill as an identifying feature out front. Instead of ruining the rural feel with a traditional subdivision, this applicant is working to re-create the rural feel as part of developing the site.

Changes Since the Last Submission

Since the last Sketch Plan review, the applicant has now been able to provide much more detail on the plans, a proposed utility layout, dimensioned lot sizes, phasing plan, a traffic impact analysis, and architectural design criteria. There is some adjustment related to the number of reserves, such as the addition of Reserve O on the east side of the property which is being utilized to preserve a tree row.

Staff Comments

The Preliminary Development Plan submission is following all of what was presented during the Sketch Plan. The layout of the subdivision is very much being planned to preserve the best open space areas and to make its design compatible with our Comprehensive Plan. In order for the creation of lots that meet market demands in this area, and to preserve tree rows, tree stands, and other environmental areas such as wetlands, the applicant has come up with a design and mix of housing types that creates a neighborhood that connects to other neighborhoods in many ways; provides for roadway improvements based upon the impacts of the development; provides for connectivity to undeveloped property to the south; and creates a sense of place which is harmonious with the surrounding neighborhoods and the City as a whole. Staff believes that including the patio home element within this plan is a benefit in many ways: empty nesters for which they are designed provide a significant less impact to the schools, and provide less trips per day going to and from the subdivision, therefore providing less of an impact onto the adjacent roadway system than the same number of single family houses.

The applicant has set forth some development standards within this proposal that are divergent from our zoning code, albeit they do have merit for consideration. Those are spelled out on pages 14 and 15 of the development plan text. These relate to lot frontages based upon the proposed density and

side yard setbacks for the homes. The main rationale is to allow for the utilization of side load garages, lot layout to preserve the tree rows, the mixture of housing types all to provide for an all-encompassing neighborhood design.

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 proposal is consistent with the intent and requirements of the zoning ordinance. Where divergences are requested, they are kept to a minimum and are affected by the need to provide for additional amenities for the overall good of the proposal.

(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 single-family neighborhood is consistent with the Comprehensive Plan and is consistent with densities in the general area and overall within the City of Powell.

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

All uses are consistent with continued growth of Powell. The mix of housing types does provide for additional aging in place housing stock, which statistics for Central Ohio show that there is an abundant need for that now and into the future (MORPC 2050).

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

The street layout, connectivity and design are meeting our current engineering practices. ***Staff does recommend that there be another stub street to the south, where lots 135 and 136 are located.***

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

The preservation of the existing tree rows along the edges and landscaped open space reserves provides a great buffer and adequate yard spaces as seen in many other nearby subdivisions.

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

There is an abundance of open spaces provided and they are interconnected via either a pathway system or sidewalks, and are positioned appropriately within the subdivision.

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

The phasing plan is well thought out and appropriate for the amount of development that will take place per year, and to provide for orderly utility and roadway extensions and improvements.

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

The estimate provided for build-out makes sense based upon the current market forces within Powell. The number of single-family lots within Powell is dwindling and this will provide a market for houses within the City.

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

The City will not need to make any public improvements due to this proposed development. Through this process, the City will need to assess the proposed park area shown on Reserve K, and decide if it would like it build to be dedicated for general public use or to be owned and maintained by the HOA.

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

The City is already in the general area providing services. This will add to Police and Street Maintenance, however our analysis shows that it will come out financially positive.

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

There will be some impacts upon Steitz Road. The traffic analysis shows improvements that need to be made to Steitz Road across the entire frontage of the development, including left turn lanes both north and south bound. These will be completed by the developer. The intersection at Steitz and Rutherford road is controlled by the County Engineer. Staff is awaiting comments from the County Engineer at this time.

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

As stated in the 2015 Comprehensive Plan, annexation that is strategic in nature should be done. One of Powell's biggest draws is its multi-use path system. This development allows the continued expansion and connection of this system. This development will allow Powell to link up its most north western development, Reserve at Scioto Glen, to various other areas of the City. Also, this site will then provide walkable access to the future new City Park Site that will be developed in Reserve at Scioto Glen for residents within Golf Village. A small pocket park is also for consideration by the City.

The Comprehensive Plan identifies this area as single-family residential. It encourages connectivity to adjacent neighborhoods, extension of multi-use pathways, include sidewalks, reduce reverse frontage lots, and be of high quality architecture. The mixture of age-targeted and traditional single family type residences also helps with the reduction of impact to the school district as well as reduction of trips per day when looking at traffic impacts.

Staff Recommendation

With this plan being consistent with the 2015 Comprehensive Plan, and that it meets the requirements for approval of a Preliminary Development Plan, Staff recommends approval of the Preliminary Development Plan for the Carpenter's Mill proposal with the following conditions:

1. The applicant continue to work with City Staff and the County Engineer to finalize details of the necessary roadway improvements related to this development, with particular attention to the design of left turn lanes north and south bound on Steitz Road, and the County Engineer's requirements for any improvements at Rutherford Road and Steitz Road intersection.
2. That there be a stub street connecting to the Miller property to the south where currently the plan shows lot numbers 135 and 136.

3. That the divergences stated on pages 14 and 15 of the development plan text are approved as submitted, and the Commission finds that what is proposed is in keeping with the overall benefits created by the overall proposal.
4. That the Commission make a recommendation to City Council at the time of the Final Development Plan as to whether the proposed park development on Reserve K be dedicated for public use.
5. That continued discussion with the City Engineer's office as it relates to engineering concerns take place and their comments taken into account at the Final Development Plan.
6. Street names be submitted at the Final Development Plan.

Sketch Plan Review – November 9, 2015

Project Background

The applicant met with staff in early October to introduce the submitted subdivision. Between that meeting and this formal submission, staff and the applicant discussed ways to improve open space, include appropriate housing and lot types, and roadway layouts.

Since the December meeting last year, the applicant has acquired purchase rights for the Shelly property on the west side of Steitz Road, as shown on the plan. They have met with Staff several times to discuss lot sizes, subdivision layout, pathway locations, and density.

Proposal Overview

There are now proposed a mix of 85 feet wide to 100 feet wide lots on the Smith parcel east of Steitz Road (111 lots on 70.6 acres = 1.57 du/ac) and sixty-seven 70 feet wide lots and 5 estate lots on the Shelly property west side of Steitz Road (1.9 du/ac) totaling 183 single-family lots, creating a gross density of 1.68 dwelling units per acre. There is also almost 26% common open space and pathway trail connections between the two sides and connecting to the west into Golf Village and to the north to Liberty Village. There are sidewalks in Liberty Village that will connect to The Reserve at Scioto Glen providing access to a new small public park in that neighborhood. The homes will range from \$300,000 to \$350,000 in the age targeted area and from \$450,000 to \$650,000 in the single family area. The estate lots could go even higher.

Changes since the Last Submission

The applicant has removed their proposed aged-targeted patio homes from the Smith property altogether, and created a traditional single-family subdivision consisting of lots and proposed houses that are similar to or larger than that within Golf Village. It is anticipated that the price point for houses within this proposal will be equal to or above that within Golf Village and Hunter's Bend. The layout is generally the same, and the applicant has taken the Commission's advice with regard to the street layout.

The entire Shelly property has now been added to the plan. The applicant is proposing a single family subdivision of patio homes on lots in general 70 feet wide, along with 5 larger estate lots. The applicant has their newest line of patio homes proposed for this property. The homes are designed with first floor master suites, and some with a second or third bedroom upstairs. The target market are the empty nesters coming from other areas of Powell and Liberty Township, where people are still looking for high quality homes, yet are wanting to downsize.

After preliminary analysis, the number of students that can potentially come from this development would be roughly 116 (183 units * 0.9 child yielded per unit). This is likely an overestimation since a 0.9 yield is the highest yield possible for homes that range in price between \$400K and \$550K (figures from the 2014 Student Potential Analysis conducted by the Olentangy School District). In staff's opinion, this number of students has no greater impact than any of the other development happening in Liberty Township, just outside of Powell's borders. In fact, this development being 39% age targeted, we believe that the school impact will be less than a typical subdivision.

Traffic impacts will be analyzed by the City in conjunction with the County Engineer's office. We anticipate that there will need to be roadway improvements along the frontage of Steitz Road, and off site improvement participation at the intersection of Steitz and Home road and/or Steitz and Rutherford Road. Based upon these improvements, the developer will be doing their fair share of roadway improvements based upon the impacts they create. The City, developer and the County Engineer's office have meet and have put together an agreed upon Memorandum of Understanding for the elements to be reviewed by the traffic study. This will come at the Preliminary Development Plan.

A preliminary fiscal analysis shows that his development should be a positive toward the City coffers in that the home values on average are higher than \$350,000.

Staff Comments

The applicant has taken a lot of time and effort to review each change they have made with Staff as they have gone through their own design process. The main Staff Comment we have is that this subdivision should fit well within the fabric of the community at this location, and provide beneficial housing for existing and new Powell area residents. There are opportunities for better trail access, say along the west side of Steitz Road to connect to Hunter's Bend and the sidewalks there. Attention to how the open spaces will be planted, graded and open for use is also important, and we should make progress to nail that down at the Preliminary Plan stage. The open spaces are connected by the pathways, and accessible to everyone. The applicant is being sensitive to the land where it should be done, in preserving stands of trees, wetlands and old farm tree lines.

Ordinance Review

In accordance with the requirements of codified ordinance 1143.11(a), the Commission shall review the Sketch Plan with the Owner and provide the Owner with comments during the meeting, it being understood that no statement by officials of the City shall be binding upon either. This submission is informal and for the purpose of establishing communication and discussing the concept for developing the tract. No formal action will be taken on the Sketch Plan.

Comprehensive Plan Consistency

As stated in the 2015 Comprehensive Plan, annexation that is strategic in nature should be done. One of Powell's biggest draws is its multi-use path system. This development allows the continued expansion and connection of this system. This development will allow Powell to link up its most north western development, Reserve at Scioto Glen, to various other areas of the City. Also, this site will then provide walkable access to the future new City Park Site that will be developed in Reserve at Scioto Glen for residents within Golf Village.

The Comprehensive Plan identifies this area as single-family residential. It encourages connectivity to adjacent neighborhoods, extension of multi-use pathways, include sidewalks, reduce reverse frontage lots, and be of high quality architecture. The mixture of age-targeted and regular single family type residences also helps with the reduction of impact to the school district as well as reduction of trips per day when looking at traffic impacts.

Staff Recommendation

Staff is in favor of the annexation and the development overall. It is being planned with values established within our Comprehensive Plan and the guidelines within our zoning ordinance for single family subdivisions. We recommend that they proceed to the Preliminary Development Plan stage.

Sketch Plan Review – December 9, 2015

Project Background

The applicant met with staff in early October to introduce the submitted subdivision. Between that meeting and this formal submission, staff and the applicant discussed ways to improve open space, include appropriate housing and lot types, and roadway layouts.

Proposal Overview

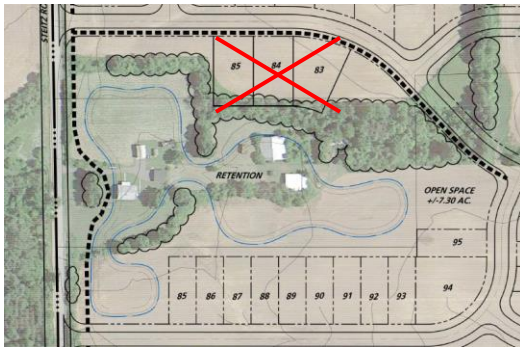
The applicant is proposing a 128 unit subdivision on roughly 70 acres. There are two housing types planned for in the subdivision, in the south west, smaller lots catering to empty-nesters, and retirees. The other type of housing in the remainder of the subdivision will be typical, large-lot single family homes. The home values will range from approximately \$400,000 to \$600,000+.

Staff Comments

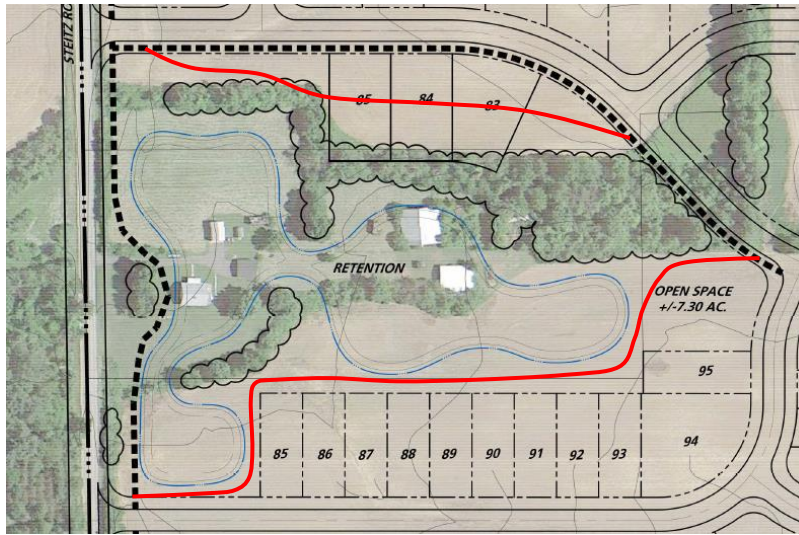
More refinement will be needed as the process continues, but staff is content with the design of the subdivision as it stands. Overall, the developer is working with the existing land to maintain as much open space and greenery as possible, which is in line with the 2015 Comprehensive Plan to reinstate the “rural character”. Tree lines and stands are to be preserved within common open space.

Staff would, however, like to offer some suggestions for discussion. They are as follows:

1. Remove lots 83, 84, and 85 from the northern main entrance road. This would increase the amount of open space and takes out lots that seem out of place. Furthermore, it would reduce the density of the project from 1.81 du/ac (dwelling units per acre) to 1.77 du/ac, which is more in line with the 1.7 du/ac maximum that staff feels is appropriate for this area of the city.



2. Have the multi-use paths go through the above open space area instead of at the edges. This would provide a loop trail that residents could use. Also, it improves safety, by taking the trail from the along the road to an interior space. Essentially, separating the pedestrian from the vehicle.



3. Consider connecting the two north east cul-de-sacs in order to create a loop street. This option has both positives and negatives that will need to be discussed at the next meeting. For instance, one positive is that by removing the dead-end streets, traffic flow is improved and reduces conflict points. This allows for better access for school buses, trash trucks, emergency vehicles, etc. A negative is more roadway and higher maintenance cost to the city, and less interconnectedness of open space. Staff defers to P&Z for direction.



After preliminary analysis, the number of students that can potentially come from this development would be roughly 116 (128 units * 0.9 child yielded per unit). This is likely an overestimation since a 0.9 yield is the highest yield possible for homes that range in price between \$400K and \$550K (figures from the 2014 Student Potential Analysis conducted by the Olentangy School District). In staff's opinion, this number of students has no greater impact than any of the other development happening in Liberty Township, just outside of Powell's borders.

Traffic impacts will be analyzed by the City in conjunction with the County Engineer's office. We anticipate that there will need to be roadway improvements along the frontage of Steitz Road, and off site improvement participation at the intersection of Steitz and Home road and/or Steitz and Rutherford Road. Based upon these improvements, the developer will be doing their fair share of roadway improvements based upon the impacts they create.

A cursory fiscal analysis shows that this development should be a positive toward the City in that the home values on average are higher than \$350,000.

Lastly, as stated in the 2015 Comprehensive Plan, annexation that is strategic in nature should be done. One of Powell's biggest draws is its multi-use path system. This development allows the continued expansion and connection of this system. This development will allow Powell to link up its most north western development, Reserve at Scioto Glen, to various other areas of the City. Also, this site will then provide walkable access to the new City Park Site that will be developed in Reserve at Scioto Glen to Golf Village.

Ordinance Review

In accordance with the requirements of Section 1143.11(a), this initial Sketch Plan/Pre-Application meeting is to provide comments and suggestions to the developer in an informal session, indicating many of the criteria that the City will look at when reviewing their plans during the development plan review process, it being understood that no statement by officials of the City shall be binding upon either party at this point. This submission is informal and for the purpose of establishing communication and discussing the concept for developing the tract. No formal action will be taken on the Sketch Plan.

Staff Recommendation

Staff recommends that the applicant continue through to the Pre-Annexation Agreement with City Council and the preliminary development plan stage of the development review process.

3. PRELIMINARY DEVELOPMENT PLAN REVIEW

Applicant: Margello Development Company
Location: West of Sawmill Road at Zion Drive
Zoning: PC, Planned Commercial District
Request: To review a revised Preliminary Development Plan proposal to construct two vehicle storage buildings and two commercial buildings on a 4.49 acre site.

Aerial Site Image: <https://goo.gl/maps/bmJvXNMGfxT2>

Project Background

This is the second Preliminary Development Plan review for this proposed development. The applicant has made some changes that fall in line with what the Commission has asked him to do, which is to identify the building types for the remainder of the property.

Proposal Overview

The proposal for the remaining 4.5 acres the applicant owns is as follows:

- New Building #3, a 12,000 sq. ft. building for storage of boats, RVs, and other vehicles
- New Building #4, a 23,667 sq. ft. building for storage of boats, RVs, and other vehicles
- New Building #5, a 13,455 sq. ft. building for office/warehouse uses.
- New Building #6, a 13,455 sq. ft. building for office/warehouse uses.

There will also be associated parking and landscaping. A new access driveway from Sawmill Road is also proposed. There is also a connection to the parking lot to the north to provide for overflow parking.

Changes Since the Last Submission

The main change from the last submission is that we now have a solid proposal for the office/warehouse buildings and what they will look like, as well as when they will be completed. The applicant has indicated that the storage buildings will be completed first, then right afterward, the easternmost office/warehouse building then the next last one. A complete preliminary engineering plan and landscaping plan have also been submitted.

Staff Comments

The proposal now has complete proposals for new office warehouse buildings, and shows how they intend to meet our storm water control requirements and landscaping. All setback requirements are met. The following is a breakdown of divergences being requested as part of this plan:

- Number of parking spaces required is 339 for the whole site. 225 are proposed
 - The number of spaces required for Buildings 5 & 6 is 136 spaces. 46 are shown. Therefore, the applicant has connected the parking lot to the north for shared access to that parking lot, which is underutilized at this time.
- The maximum total lot coverage by building is suggested at 20%. The total proposed is 24.5%.
- The minimum green space required is 20%. The total proposed is 24.2%

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;

As stated during the sketch plan review, the proposed land use of the storage buildings are not a permitted or conditionally permitted use within the PC, Planned Commercial District. A use such as this is generally reserved for the PI, Planned Industrial District: "Self storage facilities and parking lots or storage areas for boats and/or recreational vehicles". The PC district allows for heavier type of commercial uses such as auto service stations and automotive repair, as well as Mobile Home, travel trailer and implement sales, which seem to be uses that are highly more intense than that which is proposed. It was determined during the sketch plan review that this use would be allowable. There are also a few divergences being requested, but nothing out of the ordinary or extraordinary.

(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;

Staff agrees with the comments made during the sketch plan review by the City's Architectural Advisor, Chris Meyers, that this site is well suited for a use such as this. It is tucked away behind other commercial buildings and will therefore, have little visual impact on its surroundings. Staff would further explain that the site is well suited for a one story storage unit as the intensity is low and the location on the site would suit little else from a retailer perspective. Furthermore, as noted above, many other allowable commercial uses on this site could have a much greater impact on neighboring uses.

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

The storage units are proposed in the center of other commercial development. As a result, it will have a harmonious relationship. This is especially true since the storage units will be used sporadically. The residential neighbors near the site should have very little impact as the buildings will eventually be hidden from view. Also, in terms of traffic, this site is likely to be visited infrequently and during daylight hours. Public facilities will not be used since the site will not have sewer or water, and electricity will be for lighting only. The type of use is not out of scale with the nearby streets and therefore should have a minimal impact. There are no proposed pathways on the site. The applicant has instead offered to extend the Presidential Parkway pathway to Old Sawmill Road. This change is a significant benefit to residents around the site and Powell.

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

The nearby roads around the site (Sawmill Parkway, Presidential Parkway, and Old Sawmill Road) are more than adequate to handle the types and amount of traffic to the site. The applicant has provided turn radii analyses for the site. Staff is confident the site is capable of handling the larger vehicles. There is a less than normal required amount of parking for the two proposed office/warehouse buildings. The choice of users for these buildings will need to be those that do not require a high parking demand, however there is a connection to the parking area to the north, and that could be a good solution.

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

The applicant is providing a great deal of landscape buffering on Old Sawmill Road. This yard space will be visually appealing as well as shielding for the residents nearby. The applicant has also added landscaping at the northwest corner of the site to screen the view-shed from Presidential Parkway.

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

As a commercial site, there is little need for great amount of open spaces. However, site detention area to the west, the trees to the south and the landscape buffer to the east will help with to soften the storage facility's look. These features will have a positive relationship with public access ways.

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

The two vehicle storage units (#3 and #4) will be completed in phase I. The applicant mentioned that the eastern-most office building (#6) will be completed shortly thereafter, depending upon how quickly he can rent the spaces, #5, would then be completed.

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

A year each for each phase, which seems reasonable.

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

No improvements required by the City of Powell.

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

The site should have little community cost. There may be some minimal cost with having Powell Police patrol the site, however they are already in the area. This property is part of the Powell Commercial TIF, so the addition of these buildings will benefit the TIF.

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

This development is the last parcel with this commercial block. This, coupled with the fact that it is a low impact development, should not impede future development if needed.

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 Comprehensive Plan recognizes the need for commercial development in appropriate locations and this area is recognized for that commercial growth. The project is mostly in keeping with the architectural compatibility of the community as a whole. The applicant is choosing a different kind of metal siding and building design that incorporates reverse gables, more in keeping with the commercial nature of the area.

Staff Recommendation

Staff recommends approval of the preliminary development plan with the following conditions:

- 1) The applicant provide a Development Plan text with their final plan submission.
- 2) That the City Engineer provide any recommendations on any engineering issue that is outstanding.
- 3) That the applicant discuss with the property owner to the south the ability to combine the driveway access point onto Sawmill Road at a location agreeable to both the City Engineer and the County Engineer. The Commission should reserve the right to require this at the Final Development Plan.

Preliminary Development Plan Review – March 23, 2016

Project Background

The applicant proposed two storage units at the sketch plan meeting on February 10, 2016. At that meeting, residents and the Planning and Zoning Commission (P&Z) recommended that the applicant submit a design for the building facing Sawmill Road as part of their next submission. The applicant agreed and has now provided a design with site layout for this 26,220 square foot (SF) third building. The applicant also met with staff to work out landscaping and multi-use path layouts.

Proposal Overview

The applicant is now proposing two storage units with a third building along Sawmill Road. The use of the third building is unknown but is designed with the scale and architecture of a large commercial use (e.g. sports facility, offices).

Changes since the Last Submission

Since the last meeting the applicant met with staff and provided a submission with the following changes.

- 1) The applicant, at the request of P&Z, included a rendering with a building footprint for a third 26,220 SF building along Sawmill Road.
- 2) The applicant and Staff agreed to have a multiuse path extend along Presidential Parkway to Old Sawmill Road instead of along the east side of the site, which would have not been very functional.
- 3) More detailed landscaping provided, which includes mounding along Sawmill Road to further screen the buildings from the street.
- 4) Site plan now includes a wider view of adjoining parcels to provide better context of the site.
- 5) The applicant provided turning radii analyses.

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;

As stated during the sketch plan review, the proposed land use is not a permitted or conditionally permitted use within the PC, Planned Commercial District. A use such as this is generally reserved for the PI, Planned Industrial District: "Self storage facilities and parking lots or storage areas for boats and/or recreational vehicles". The PC district allows for heavier type of commercial uses such as auto service stations and automotive repair, as well as Mobile Home, travel trailer and implement sales, which seem to be uses that are highly more intense than that which is proposed. It was determined during the sketch plan review that this use would allowable.

(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;

Staff agrees with the comments made during the sketch plan review by the City's Architectural Advisor, Chris Meyers, that this site is well suited for a use such as this. It is tucked away behind other commercial buildings and will therefore, have little visual impact on its surroundings. Staff would further explain that the site is well suited for a one story storage unit as the intensity is low and the location on the site would suit little else. Furthermore, as noted above, many other allowable commercial uses on this site could have a much greater impact on neighboring uses.

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

The storage units are proposed in the center of other commercial development. As a result, it will have a harmonious relationship. This is especially true since the storage units will be used sporadically. The residential neighbors near the site should have very little impact as the buildings will eventually be hidden from view. Also, in terms of traffic, this site is likely to be visited infrequently and during daylight hours. Public facilities will not be used since the site will not have sewer or water, and electricity will be for lighting only. The type of use is not out of scale with the nearby streets and therefore should have a minimal impact. There are no proposed pathways on the site. The applicant has instead offered to extend the Presidential Parkway pathway to Old Sawmill Road. This change is a significant benefit to residents around the site and Powell.

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

The nearby roads around the site (Sawmill Parkway, Presidential Parkway, and Old Sawmill Road) are more than adequate to handle the types and amount of traffic to the site. The applicant has provided turn radii analyses for the site. Staff is confident the site is capable of handling the large vehicles. However, there is some question to whether the northern units of the site have the turning radii needed to make safe turning movements. The applicant will need to provide more detail. The buildings may have to be lessened in size by a unit or two at the northern end if the turning movements do not allow for its use.

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

The applicant is providing a great deal of landscape buffering on Old Sawmill Road. This yard space will be visually appealing as well as shielding for the residents nearby. There may need to be additional landscaping at the northwest corner of the site to screen the view-shed from Presidential Parkway.

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

As a commercial site, there is little need for open spaces. However, site detention area to the west, the trees to the south and the landscape buffer to the east will help with to soften the storage facility's look. These features will have a positive relationship with public access ways.

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

The two vehicle storage units will be completed in phase I. The applicant mentioned that the third building will be completed as phase II within a year of the other two buildings being completed.

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

A year each for each phase.

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

No improvements required by the City of Powell.

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

The site should have little community cost. There may be some minimal cost with having Powell Police patrol the site.

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

This development is the last parcel with this commercial block. This, coupled with the fact that it is a low impact development, should not impede future development if needed.

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."

Staff Comments

First, the storage units are generally a low impact use. Compared to other allowable uses, is the least impactful. Second, the proposed use provides another service to Powell residents. Third, the storage units will be hidden from view within a year of development and a third commercial space will be developed. The residents of Powell will acquire two more services that they otherwise would not have. Lastly, for nearby neighbors, the site will be landscaped to minimize visual impact and have infrequent use. As a result, staff sees the proposal a positive development.

Staff Recommendation

Staff recommends approval of the preliminary development plan with the following conditions:

- 4) The applicant provide a Development Plan text with their final plan submission.
- 5) Further turn radii analyses are provided for the northern units of the site.
- 6) The applicant agree to come back before the P&Z to finalize the details of the third building before construction is permitted.

Sketch Plan Review – February 10, 2016

Project Background

This project was first reviewed as a Sketch Plan in 2012. The Sketch Plan included three buildings, two of which were for storage of boats, RV's, motor coaches, and other vehicles. No personal storage was proposed. Also proposed was a building that provided for sports training. That particular building faced Sawmill Road, however it is not on this current Sketch Plan proposal. Staff decided that due to the length of time and that the third building is now not going to be included in the Preliminary Development Plan submittal, that another Sketch Plan review was appropriate. Plus, the submitted plans did not show all of the information that was needed for a Preliminary Development Plan.

Proposal Overview

The proposal has changed a bit since the last Sketch Plan. Building #3 on the site has been reduced in size in order to accommodate a site detention area. This changes the amount of lot coverage by pavement and building, and now building #3 only has one side where vehicles enter and exit the building. Building #3 is now 13,400 square feet. Building #4 remains the same in terms of site layout and size at 26,467 square feet. Building #5 is now slated as "future". It is unknown how long it will be for this building to be built. An access drive off of Sawmill Road is still proposed that will connect through the site. No sidewalks or pathways are shown. Very little landscaping is shown.

Changes since the Last Submission

The size of Building #2, the added site detention area, and the design of the buildings are the only major changes from the previous Sketch Plan review. The applicant and his architect met with our Architectural Advisor and coming from that meeting is what is being presented. The buildings are still all metal siding, with the gabled sides being vertical and the remainder horizontal.

Ordinance Review

The Sketch Plan stage of the development plan review process creates the ability for the Planning and Zoning Commission and the applicant to review together the proposal, and to see how this proposal fits with the surroundings and relates to the zoning regulations in order to see if the applicant should proceed to the Preliminary Development Plan stage. Initial public input on the proposal is also sought.

The proposed land use is not a Permitted or Conditionally Permitted Use within the PC, Planned Commercial District. A use such as this is generally reserved for the PI, Planned Industrial District "Self storage facilities and parking lots or storage areas for boats and/or recreational vehicles". Staff is unsure as to whether this includes the indoor storage of vehicles as proposed, or strictly outdoor storage. The PC district allows for heavier type of commercial uses such as auto service stations and automotive repair, as well as Mobile Home, travel trailer and implement sales, which seem to be uses that are highly more intense than that which is proposed.

Items of concern related to this proposal include:

- Is this use appropriate for the PC, Planned Commercial District as it provides for totally indoor storage of vehicles and no other personal property or chattels?
- Should portions of the buildings (north and south sides) be constructed of some sort of natural material such as stone or brick? A note on the plat for this commercial subdivision suggests Architectural Review being required by the overall developer, which would be Wedgewood Commerce Center developer Charles Ruma. Architectural details shall be reviewed by our Architectural Advisor. Staff recommends more detail be shown, such as lighting and color palette.
- Staff is concerned about there being enough room in between buildings #3 and #4, and eventually #4 and #5, for turning movements of large motorhomes and travel trailers. The applicant needs to provide details showing the turning radii for such units and show that on the plans. This also should be shown for the turning radii at the entry drive at Sawmill Road.
- The landscaping plan needs to include all tree plantings that are required by code. Because of the nature of the proposed buildings, perimeter landscaping cannot be met on Building #4, however that could be made up elsewhere on the site.
- The area for storm water detention may not be large enough.
- There are no provisions for dumpsters for user's trash.
- No sanitary provisions have been shown for the emptying of sanitary tanks on the RVs or travel trailers. This should be provided.
- Staff is concerned that Building #5 is shown as future. This building helps to screen Building #4 and its expanse of overhead doors.

Staff Recommendation

With the above concerns being satisfied with the submission of a Combined Preliminary and Final Development Plan, we recommend that the developer be allowed to file a Combined Preliminary and Final Development Plan.

Sketch Plan Review – December 12, 2012

The applicant is proposing to change the plan that was previously approved for this site. The changes include increased square footage by 30,702 square feet, change in uses from an athletic training building and field area to storage facility for large vehicles such as RVs, boats, cars, and trailers. The site plan is drastically changed due to the much larger buildings that are proposed. Instead of two 10,920 sq. ft. buildings fronting Sawmill Parkway, the proposal increases this to one 25,550 sq. ft. building. This is a much large scale building than the two that were proposed. To the west or behind this building, in the middle of the site, are two 24,416 sq. ft. buildings to house the proposed storage facility use. No outdoor storage is proposed or will be allowed according to the applicant.

The property is zoned PC, Planned Commercial District, as is most of the other properties along this corridor, which is made up of a mix of retail, offices, office warehouse uses, dance studios, day cares, medical offices, etc. The proposed storage use is not a permitted use within the PC, Planned Commercial District. This use is a Conditionally Permitted Use within the PI, Planned Industrial District, generally being the most intense type of uses that are allowed in Powell. Although all storage is happening within the buildings, it still creates the need for much larger buildings that would otherwise be allowed.

Staff is very concerned about the lack of green space and landscaping areas that will be provided by this plan. So much pavement and rooftop is going to create a large need for storm water retention being designed into the site. Staff does not believe that this plan will be able to provide proper storm water management.

There are many issues that the Planning and Zoning Commission should consider when reviewing this request:

1. Are the services or uses being provided so essential to the community that this location is the best location in the city to provide such a use? Is the need so drastic to remove property from an income tax producing property to one where no income tax will be generated?
2. Are the building sizes and design appropriate for the area?
3. Is the pavement and building coverage too much?
4. Does this meet our Pedestrian Scale Design Guidelines?

It is Staff's opinion that much more thought and design needs to be placed upon this current plan and it is in need of serious revisions.

4. AMENDMENT TO A FINAL DEVELOPMENT PLAN REVIEW

Applicant: Margello Development Company
Location: 10259 Sawmill Parkway
Zoning: PC, Planned Commercial District
Request: To review a proposal to replace an existing sign with a new multi-tenant sign.

Aerial Site Image: <https://goo.gl/maps/LqmBH6JYgws>

Project Background

The current monument sign at this location has had a series of problems and the property owner wishes to replace it with a new monument sign that is a multi-tenant type monument sign allowed by our zoning code. Although designed with many smaller panels, the owner has indicated that he wants to utilize a few of the panels for their main tenant, Vittoria Restaurant.



Existing Sign to be replaced

Proposal Overview

The proposed sign is similar to the one the applicant had built at the Greystone Shopping Center north of this site. See photo:



Greystone Sign – Liberty Township

The proposed sign, at Staff's request, reversed the colors so that there is a dark background with white letters as required by code.

The sign is a total of 152 square feet per side. Our code allows for multiple tenant signs as follows:

Joint identification signs. On lots less than ten acres, primary joint identification signs may not exceed 56 square feet in area or be more than eight feet in height. Secondary joint identification signs shall not exceed 36 square feet in area or be more than eight feet in height. On lots ten acres or greater primary joint identification signs may not exceed 72 square feet in area or be more than ten feet in height and secondary joint identification signs may not exceed 48 square feet or be more than eight feet in height.

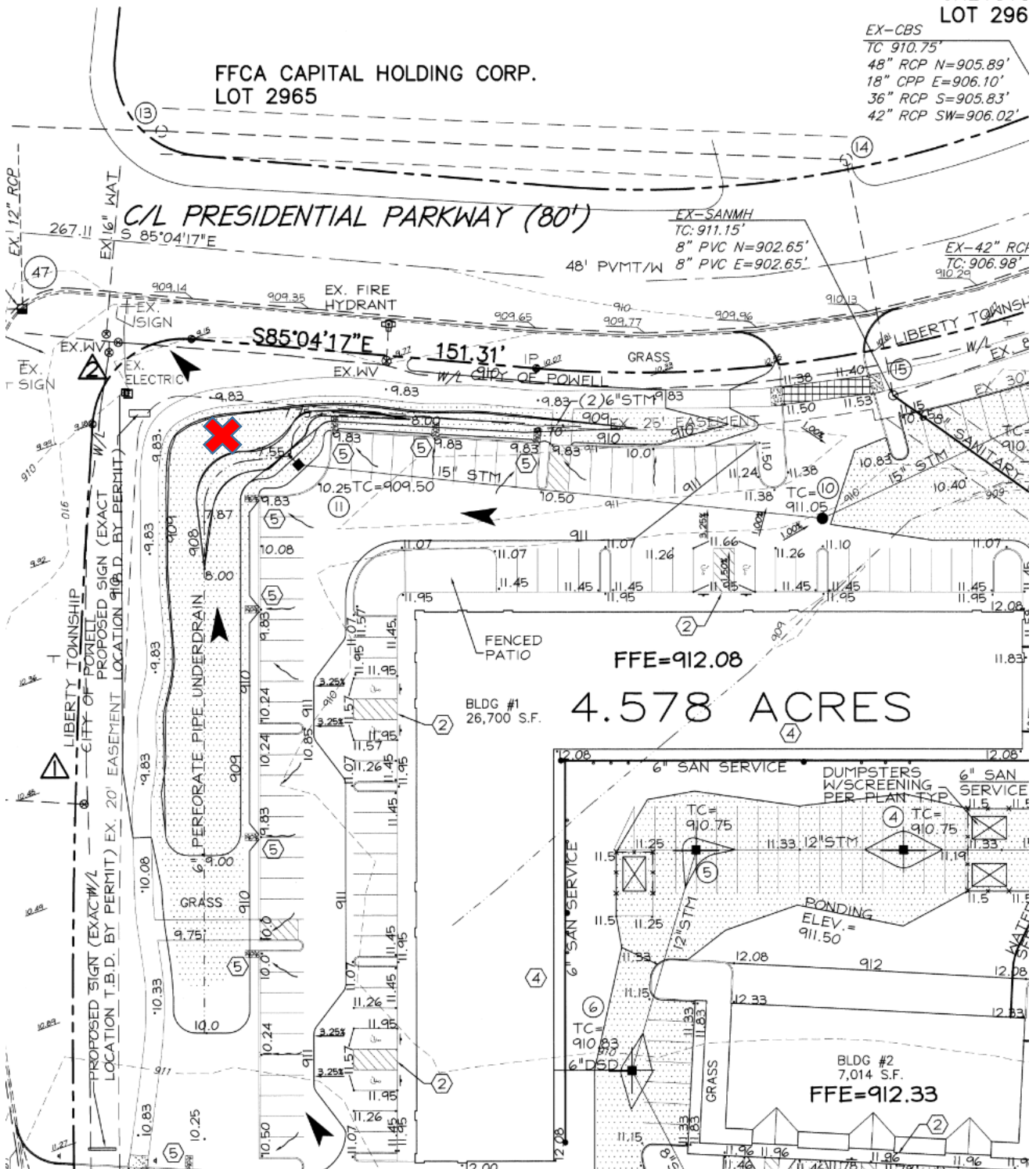
The shopping center site is a total of 4.9 acres, therefore, the maximum size joint identification sign can be 56 square feet in area. A second joint identification sign can be 36 square feet in area. The shopping center has another monument sign at the south entrance:



Presidential Point – Secondary Joint Identification Sign

Staff Comments

The applicant has indicated that he would rather do this one sign than to split this sign up into another sign that could be placed on the Presidential Parkway side entrance. He is trying to get some visibility on Sawmill Parkway for the tenants that are on the Presidential Parkway side. The tenants on the Sawmill Parkway side do not need to utilize this joint sign as their main building sign faces Sawmill Parkway. Staff suggests that the proposed sign be re-located from where the existing sign is located (which is the proposed location) to an area back behind the bike path in order to become more jointed with the shopping center and because the sign is so much larger than otherwise required, can be more heavily landscaped. Although there is a drainage swale back there, there should be enough room to place this sign. See image on the next page:



Ordinance Review

In accordance with the requirements of codified ordinance 1143.11(r), this is not a substantial change that needs to go to City Council. Planning and Zoning Commission has the authority to approve this request.

Staff Recommendation

Staff recommends approval of this proposed sign as adding a third monument joint identification sign would be the only other option and would not address solving the problem for tenants having visibility from this sign on Sawmill Parkway. The proposed sign with the change in color will differentiate itself from the other shopping center sign and be farther back as Staff has proposed. The City Engineer also agrees that the proposed sign should be setback even further. The following conditions should be added to any approval:

1. That the City Engineer review the location of the sign and the height of the stone monument.
2. That the location of the sign be as Staff recommends being behind the pathway.
3. That the divergence in size is allowed only if the sign is located as Staff recommends.
4. That no other signs, be it temporary or permanent, be erected upon the lawn area on this site at any time.