



STAFF REPORT

PLANNING & ZONING COMMISSION

Village Green Municipal Building, Council Chambers
47 Hall Street

Wednesday, December 13, 2017
7:00 P.M.

1. CERTIFICATE OF APPROPRIATENESS

Applicant: Steve Reynolds
Location: 41 Depot Street
Existing Zoning: Downtown Business District (DB) (Retail)
Request: Site work including three (3) new public parking spaces and gravel service with employee parking. Architectural improvements including a 285 SF extension of the existing porch, and a 1,350 SF addition to the existing building to support tenant operations.

Aerial Site Image: <https://goo.gl/maps/zXF6vk83Xy82>

Project Background

Planning and Zoning Commission (P&Z) reviewed this application at their October 25, 2017 meeting. At that meeting, P&Z asked for the application be sent to HDAC for comments. HDAC reviewed at their November 16, 2017 meeting and those minutes are included in your packet.

Proposal Overview

Nocterra Brewery is planning to create a micro-brewery and tap room at this location. They plan on a small addition behind the existing building for the brew house and walk in cooler, an employee and food truck parking area behind a screening fence between the brewery and dog wash building, an outdoor seating area for its customers that is fenced in, and continued remodeling of the old building that makes it resemble an old railroad station. Outstanding design features are included in the proposal, with unique planning for parking, outdoor seating area and indoor space.

The plan calls for the utilization of the existing parking spaces along Depot Street which are mostly located within the right-of-way. Also, a new parking area is proposed to the north of the dog wash building within existing unused public right of way that is an extension of Case Street. The City does not envision the need to utilize this right of way for any reason. The proposal would be to abandon this right-of-way for use and ownership by the adjacent parcel owners (which is the same owner north and south). Therefore, a total of on-site parking spaces will be 35, including employee parking. With 72 seats, the required amount of parking (one per three seats plus employees) is around 30. This number can also be divided in half if the Planning and Zoning Commission finds there is alternative parking areas provided. There are additional parking areas directly adjacent to and nearby this site as identified within the plans.

Changes Since the Last Submission

The applicant has provided additional design details and has had their proposal reviewed by the HDAC. Details such as fencing, pergola, landscaping, lighting and signage are all included.

Staff Comments

The property is zoned DB, Downtown Business District and this use is a permitted use within this district. The location as a retail store has been used as such for many decades. Being along the railroad

tracks, the proposed use is a good use for the property. Parking is provided for the use on or near the site, and the building is currently set up for remodeling for this use. The main concern Staff has for this use (but would be for any use at this property) is access from the main streets in Powell through the residential portion of the neighborhood. Powell downtown is a mixed use district, and as such should be developed in that manner. It should be expected that as a mixed use district that there will be added traffic to this residential area based upon the historical uses allowed within the district and particularly to this property and the future of the property to the north. That is why, when this was examined in our Comprehensive Plans since 1995, that the extension of Depot Street to Adventure Park Drive is important. That route is specifically set up to remove through traffic from Scioto Street and Case Street, to utilize Adventure Park Drive and the Depot Street extension. Eventually, that will happen in the future. The current owner of this property also owns the property to the north, and any future use on that site will most certainly need to include the extension of Depot Street.

Another good part about this proposal is that the open times for the tap room are in line with being adjacent to the residential area. The use as a micro-brewery is not only to provide beer for the tap room. They will also provide beer for distribution to the local Columbus area market, and possibly beyond if successful. This is a brand new business and if successful, the City may see future benefits. Growing new businesses in Powell is a good thing.

Staff Recommendation

Staff recommends approval of a Certificate of Appropriateness for Nocterra Brewery and Tap Room with the following conditions:

1. That the owner of the property submit proper legal descriptions and surveys necessary to implement the right-of-way transfer between the City of Powell and the owner for the portion of Case Street right of way west of Depot Street, keeping the Depot Street right-of-way an option for extension to the north.
2. That in the event of extension of Depot Street and/or improvement of Depot Street in the future, the owner shall provide easements and/or right-of-way in accordance to those plans for this specific property.
3. That any improvements to Depot Street try to incorporate on-street parking, utilizing best engineering practices to do so, in front of the buildings.
4. That final landscaping treatments and fencing improvements be approved by Staff.

End of 12/13/17 report

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HDAC Certificate of Appropriateness Review – November 16, 2017

Project Background

Planning and Zoning Commission (P&Z) reviewed this application at their October 25, 2017 meeting. At that meeting, P&Z asked for the application be sent to HDAC for comments.

Proposal Overview

The applicant is proposing new landscaping, two additions to match the existing building, and new lighting.

Taken from the applicant's executive summary:

The proposed scope of work will create the new home for Nocterra Brewing Company, support brewing operations and include a tap room open to the general public. A 1,350 square foot addition is proposed to the west of the existing structure, containing the Brew House and Grain Storage. A prefabricated walk-in cooler will also be placed west of the existing structure, and north of the addition. The remainder of the existing facility will be fit-out on the interior for Brewing Operations, Barrel Storage, the Tap Room, Restrooms and General Storage.

Site work will include the creation of three (3) new public parking spaces along Depot Street, while maintaining the fourteen (14) existing parking spaces. A new service yard is proposed to the north which wraps around the addition to support daily building service and provide space for employee parking. The existing porch is proposed to extend to the west to provide additional exterior space for Tap Room patrons.

Ordinance Review

In accordance with the requirements of codified ordinance 1143.18(j)(2), any change in the outward appearance of a property within the Downtown District shall require approval of Certificate of Appropriateness by the Planning and Zoning Commission if any change in the outward appearance of a property within the Downtown District results in one or more of the following:

- A. The plans call for a new non-residential structure or addition of occupied space to an existing non-residential structure, whether principal or accessory; or**
- B. The plans call for two or more new residential dwelling units; or
- C. There will be a demolition of a structure larger than seventy-five (75) square feet in ground floor area; or
- D. There is a request for rezoning, zoning variance, or subdivision of land within the Downtown District.

In accordance with the requirements of codified ordinance 1143.18(a), the purpose of the Downtown District Overlay District (herein after referred to as the "Downtown District") is to promote the public, health, safety, and welfare by providing for the regulation of the downtown area through a single, unified district. This district is created to permit the careful and coordinated physical planning, development, and redevelopment of the land, and to provide flexibility in the location of land uses, housing types, and intensity. This district shall preserve, protect, and promote the historical nature of downtown by pursuing development that encourages a mix of uses in a manner that is safe, pleasant, convenient, and in context with the history of the area. It is also the purpose of the Downtown District to:

- (1) Safeguard the heritage of the City by preserving sites and structures within the historic central core of the City that reflect the City's history and its architectural history.
- (2) Stabilize and improve property values.
- (3) Strengthen the economy of the City by promoting business development through the allowance of buildings that provide flexible commercial opportunities yet in keeping with the village scale and character.
- (4) Protect and enhance the City's attractions to residents and visitors.
- (5) Enhance the visual and aesthetic character, diversity, and interest of the City's history.
- (6) Foster civic pride in the beauty, human scale, and human details of the City's history.
- (7) Promote excellence in small town design, incorporating elements that are consistent with the existing character of the area.
- (8) Promote the use and preservation of historic sites and structures for the education and general welfare of the people of the City.
- (9) Preserve sound existing housing stock in the historic central area of the City and safeguard the residential scale of the district and the character of sub-areas that are primarily residential in character.

The proposal meets many of the purposes of this district. To name a few:

- The proposal will help to improve property values of neighboring properties.
- This proposal is enhancing an existing structure in the historic core helping to preserve architectural history of the downtown.
- New commercial uses within walking distance of homes are valued in the current market.
- This new use will strengthen the economy of the city by bringing in new business into the city.
- This proposal offers a new attraction for residents and visitors to visit.

Plan Consistency

The proposal conforms to the standards listed in the Powell Comprehensive Plan, the Downtown Revitalization Plan, and the Downtown Architectural Guidelines.

Staff Comments

The applicant's material and color selections are consistent with the Powell Architectural Guidelines (PAGs). Staff however would defer to the HDAC regarding the garage door and lighting fixture choices. The PAGs do not provide any guidance on garage doors and Staff feels that the ones chosen are far too contemporary for the historic district. As for the lighting, Staff does not see a problem with the gooseneck lighting proposed. However, as stated above, Staff defers to the HDAC for comment.

Staff's P&Z report for HDAC's reference.

Staff appreciates a well done application package and that the applicant reached out to the neighbors regarding their proposed use.

Traffic, parking, noise and unruly guests are some of the concerns neighbors raised in relation to the proposal. Staff had similar reservations however, they were already answered by the applicant. Staff is impressed that the applicant responded to each of these concerns and is fine with the provided explanations. To deal with traffic and parking the applicant suggested that the city providing no parking signs and speed limit signs along Depot Street. Staff will look into this but sees no issue with this suggestion. As for noise, the applicant is not planning to have music on a regular basis but instead at an annual or biannual basis with restricted hours. The applicant also provided their hours

of operations (see below) stating that they do not want to disturb the neighbors. Lastly, there was a questions about unruly guests, Staff is confident that with the brewery's proximity to the Powell Police Department will help mitigate any issues.

Our planned taproom hours are. Monday - Friday 3pm -10pm Possibly closed on Mondays
Saturday 12pm - 10pm
Sunday 12pm - 8pm

We know that Powell is an early to bed town, that is why we like it so much. We both have younger kids and understand the importance of early out and in.

The additions proposed will be on the rear of the building facing the railroad tracks. These changes will have very little visual impact on the neighbors.

The parking provided exceeds what is required by code. Furthermore, there is additional public parking along Depot Street and the municipal lot is not a far walk if need be.

Staff Recommendation

Staff recommends that the HDAC provides any and all comments to the applicant and that the applicant take these comments, incorporate them, and resubmit to P&Z for review.

P&Z Certificate of Appropriateness Review – October 25, 2017

Aerial Site Image: <https://goo.gl/maps/zXF6vk83Xy82>

Project Background

The structure saw a fire a year or so ago and since that time it was refurbished and brought back online. The current owner purchased the property and further renovated the building. Now, a user is proposing to call the site home and complete further improvements.

Proposal Overview

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Plan Consistency

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Staff Comments

Staff appreciates a well done application package and that the applicant reached out to the neighbors regarding their proposed use.

Traffic, parking, noise and unruly guests are some of the concerns neighbors raised in relation to the proposal. Staff had similar reservations however, they were already answered by the applicant. Staff is impressed that the applicant responded to each of these concerns and is fine with the provided explanations. To deal with traffic and parking the applicant suggested that the city providing no parking signs and speed limit signs along Depot Street. Staff will look into this but sees no issue with this suggestion. As for noise, the applicant is not planning to have music on a regular basis but instead at an annual or biannual basis with restricted hours. The applicant also provided their hours of operations (see below) stating that they do not want to disturb the neighbors. Lastly, there was a

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The additions proposed will be on the rear of the building facing the railroad tracks. These changes will have very little visual impact on the neighbors.

The parking provided exceeds what is required by code. Furthermore, there is additional public parking along Depot Street and the municipal lot is not a far walk if need be.

Staff Recommendation

Staff recommends approval of the certificate of appropriateness with the following conditions:

- 1) As per 1149.05(i), all parking areas for 12 or more spaces shall be marked with double paint lines located parallel to each other and 24 inches apart, which sets of lines shall be centered on the lines designating the side boundaries of each parking space. These lines shall run continuously from the frontmost to the rearmost limit of each space, facilitating movement into and out of the parking stalls by both vehicles and their occupants.

2. ADMINISTRATIVE REVIEW

Applicant: Mathew Althouse for Dustin Sun
Location: 26 W Olentangy Street
Existing Zoning: Downtown Business District (DB)
Request: To review a proposal to change the previously approved front elevation of the building.

Current Proposal 12/13/17

The applicant has again revised the plans considerably due to many considerations. The first is that the current building foundations are in poor shape and cannot handle any additional load of a parapet wall, both from the weight and wind resistance. The applicant has decided to drastically scale down the project accordingly, due to rehabilitation cost considerations and the cost of providing the needed additional parking given the number of seats for the establishment. Also, some business considerations have been taking place, where the applicant is now proposing to make this space more like his existing coffee shop, serving up sandwiches and light fare food, as well as coffee. The applicant also has a liquor license to transfer to this address, and will also serve alcoholic drinks. So, in effect, this will become a real coffee bar, so to speak.

In researching the building, it was found to have been built in three distinct phases over its lifespan. The proposal is to remove what had been its third addition, and turn that space into an outdoor patio. The remainder of the building will be rehabbed into the coffee shop/bar. The proposal has 24 seats inside and 16 seats outside. That creates a total of 44 seats. Parking requirement is one space required for every three seats, which is 15, however the Planning and Zoning Commission can approve reduction to one-half as it is within the Downtown Business District. A total of ten parking spaces are shown on the revised site plan, all on the applicant's property. The applicant has worked with adjoining property owners for additional parking, but that is now not needed per code requirements. He has, however, obtained permission for additional parking a bit down the alley to the west, and probably will have additional parking across the alley from the Country Carry Out. Although this extra parking is not actually needed per code requirements, it is at his option.

The building design changes that have been made are consistent with the Historic District Guidelines and actually is creating a cute cottage look to what is there. The owner is lucky that the original siding to the first addition is still inside the building, which will then just require a new coat or two of paint to finish that east side. They are proposing to add a door and ramp to the east side to make access to the patio easier and accessible. The proposed metal guardrail and hand rail adds a modern flair. If alcohol is to be brought out to the patio, then a proper barrier will be needed and that is not yet shown. Some sort of fencing is probably the correct solution for that, and that fencing will basically hide this eastern stoop and ramp.

Staff is supportive of this latest request, and recommend approval with the following conditions:

1. That the City Engineer approve the stormwater plan for the new parking area.
2. That the applicant provide fence details to Staff, with the recommendation of a black metal fence consistent with other fences provided in the Historic District commercial area.
3. That the parking plan submitted is consistent with code requirements, and any additional parking provided off site is not required, however could be useful for their use.

Aerial Site Image: <https://goo.gl/maps/cZCvSouTw3U2>

End of 12/13/17 report

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Project Background

Dustin Sun of Sun Properties (Owner of Espresso 22) recently purchased the building and is applying to renovate the property at 26 W Olentangy Street. The proposed project is a renovation of the exterior and interior of the property, to convert the space from retail to restaurant.

The applicant took the proposal before P&Z on December 14, 2016. At this meeting, the P&Z members were favorable of the proposal but suggested that the applicant obtain a shared parking agreement with the neighbors and bring the proposal before HDAC before an approval would be considered. As a result, the applicant has submitted their proposal for architectural review and comments from the HDAC to be provided back to P&Z. Following the next P&Z meeting, the applicant was given approval of the proposal.

Since that time, the applicant did his cost estimates and determined that the project needed to be scaled back. As such, the applicant is back before P&Z and HDAC for review and approval of the revised elevations and site plan.

The proposal has minor changes and as a result, the previous HDAC staff report from January 19, 2017 will be used again.

Proposal Overview

Review of the proposal to renovate an existing building to ensure that it conforms to the standards listed in the Powell Comprehensive Plan, the Downtown Revitalization Plan, and the Downtown Architectural Guidelines.

The renovations suggested in the proposal are listed below.

- Exterior Renovation
 - New ~~Sliding Barn~~ Door
 - New Storefront Windows
 - New Side Paneling
 - Painting Existing Siding
 - ~~Addition of Walk-In Cooler~~ (now in the future)
 - Addition of 14 Parking Spaces
 - Addition of front "porch" with columned parapet
- Interior Renovation
 - New Restrooms
 - New Kitchen
 - Remodeled space for bar and dining area

Staff Comments

The report provided to P&Z members at the December 2016 meeting provides a thorough overview of the project with specific mention of the architectural guidelines. As such, it is provided below for HDAC review.

It should be noted that many of the questions that were asked during the P&Z review have been answered in the submittal to HDAC. For instance, the color of the building is now shown in the architectural renderings.

P&Z Staff Report

Ordinance Review

In accordance with the requirements of codified ordinance 1143.18(j)(2), any change in the outward appearance of a property within the Downtown District shall require approval of Certificate of Appropriateness by the Planning and Zoning Commission if any change in the outward appearance of a property within the Downtown District results in one or more of the following:

- E. **The plans call for a new non-residential structure or addition of occupied space to an existing non-residential structure, whether principal or accessory;** or
- F. The plans call for two or more new residential dwelling units; or
- G. There will be a demolition of a structure larger than seventy-five (75) square feet in ground floor area; or
- H. There is a request for rezoning, zoning variance, or subdivision of land within the Downtown District.

Comprehensive Plan Consistency

The proposal of the renovation is in line with the city's 2016 Comprehensive Plan. Specifically, in regards to the following guidelines.

- Guiding Principle (pg. vi): The historic, small town charm of Downtown Powell should be preserved and enhanced. Downtown Powell should be a vibrant, accessible center of the community with a diverse mixture of uses and activities.
 - Staff believes the proposed renovation improves the property's compatibility with this principle.
 - The renovation is designed in a way that will better match the development style seen elsewhere in Powell. The construction materials used and the change in architectural style are two notable enhancements.
 - The addition of a dine-in/carryout restaurant adds diversity of building use to the Downtown corridor.
- Mixed Use Village Center Guidelines (pg. 30): Renovation proposal meets many Development Guidelines for the Mixed Use Village Center.
 - Commercial and mixed use buildings should be located adjacent to the public sidewalk with prominent main entrances and storefront windows.
 - High quality materials and architectural detailing is critical to ensure new development contributes to the village character.
 - Shared and interconnected parking areas should be provided behind commercial buildings. Parking lots should be physically linked together or accessible from public alleys.

- Transportation Plan (pg. 67): Although the property is close in proximity to the Four Corners, renovation of the building for this use would likely not create a noticeable impact on traffic or congestion beyond that of a normal addition of a mixed use site. This is speculative to the fact that the restaurant's parking is accessible from both Hall Street and Liberty Street by way of an alley at the rear of the building. Having primary parking accessible from several directions, mixed with on street parking in the front of the building, and two nearby public parking lots, the traffic impact should be nothing beyond normal.

Staff Comments

The following sections are a congregation of staff comments after evaluation of these supplemental documents.

Downtown Revitalization Plan

The proposal is in accordance with the following key areas of the Downtown Revitalization Plan.

- Recommendations for Powell's Northwest Quadrant
 - One issue mentioned in the Downtown Revitalization Plan is a lack of updating to existing structures, and staff believes this proposal is progress towards amending this issue.
 - The renovation to the exterior of the storefront should act as an improvement to the streetscape.

Downtown Architectural Guidelines

The proposal is in accordance with the following key areas of the Downtown Architectural Guidelines.

- The proposed building materials are in line with those suggested in the Architectural Guidelines.
 - The proposal plans the use of board and batten siding, which is recommended.
 - Trim work and molding will be done with Hardie-trim and Hardie-plank boards.
- Proposed architectural elements are in line with the Architectural Guidelines.
 - The window design appears similar to those displayed in the architectural guidelines.
 - The proposed molding style matches acceptable style.
 - The addition of columns visually acceptable.
- The addition of the walk-in cooler is of no concern to building massing, as the increase of mass is relatively small.

(No longer relevant)

~~After evaluation of the proposal, staff was able to determine the acceptable match of the items listed above to sections within the Comprehensive Plan, the Downtown Revitalization Plan, and the Downtown Architectural Guidelines, but needs further explanation to the questions listed below:~~

- ~~• What color will the building (painted portion and materials) be?~~
- ~~• What is the material of the paneling along the South Elevation?~~
- ~~• What is the material of the parking lot?~~
- ~~• The parking requirement is calculated for a sit-down restaurant which would require 13 parking spaces (25 required divided by 2 (within the DB District (old OPC District) = 12.5 and round up to 13). 10 spaces are provided. There are two spaces directly in front of this use. Also, there are two public parking lots nearby. The DB code gives P&Z the authority to reduce the number of spaces required if through proper analysis they feel that the minimum is not needed to be met. The Applicant is discussing common parking plans with the adjacent owner, and will require his employees to park at the municipal lots.~~

Staff would also like to make P&Z aware that they may wish to leave the final details up to the Historic Downtown Advisory Committee.

Lastly, staff defers to the Architectural Advisor for more detailed analysis of the design of the proposal.

Staff Recommendation

Staff recommends approval of the Certificate of Appropriateness with the following conditions:

1. Acceptable answers to the questions mentioned above are provided.
 2. The applicant pursues additional parking in conjunction with neighboring lots, as proposed parking merely meets just less than minimum, and require employees to park within one of the public lots.
 3. The applicant work with the city's Public Service department to rearrange public seating adjacent to the structure.
 4. Mock-ups of the signage are provided, however staff recommends allowing revisiting sign approval at a later date by Staff.
 5. Design of the exterior of the walk-in cooler on the north elevation is provided.
 6. The Architectural Advisor comments are incorporated into the plan.
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Ordinance Review

The application is in line with the zoning code and the Powell Comprehensive Plan.

The [City of Powell Architectural Guidelines \(PAG\)](#) were reviewed and used in the creation of the staff review below.

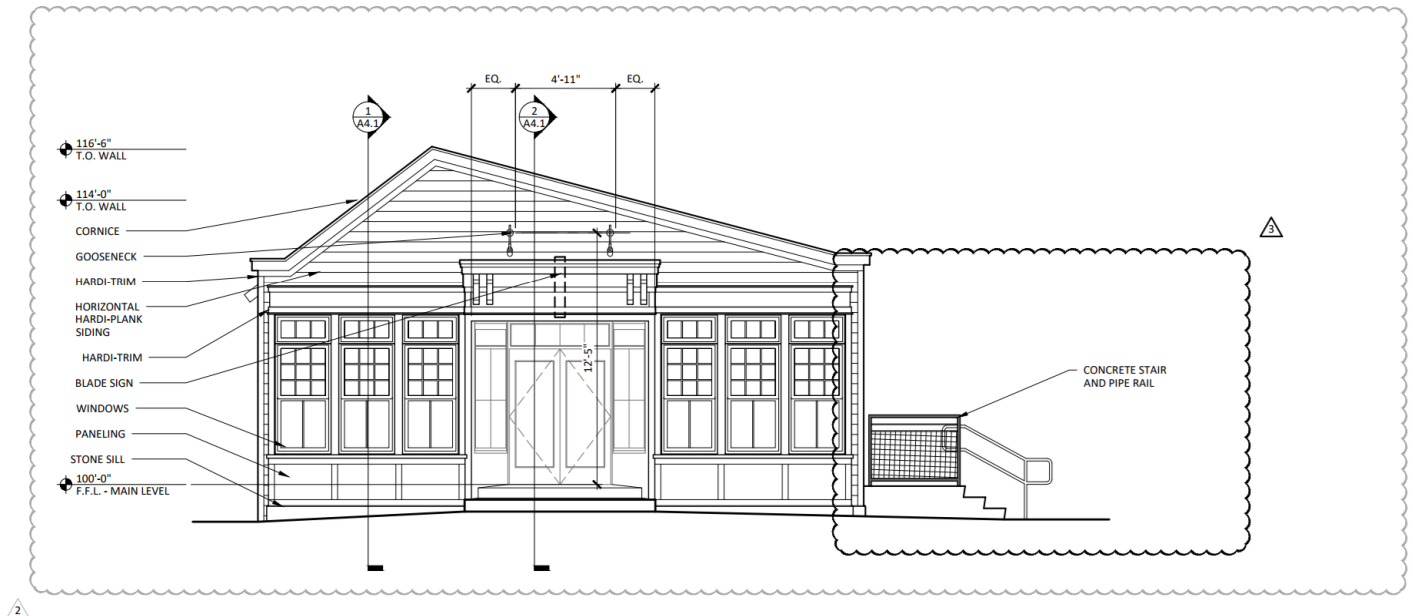
Staff comments follow the organization of the PAG. The structure of the comments below are as follows:

PAG topic area

- Whether the proposed application meets PAG guidelines or not.
 - Generally, Staff feels the project is consistent with the Powel Architectural Guidelines as described below, with additional input by the Architectural Advisor.

Architectural Style and Elements (Page 6)

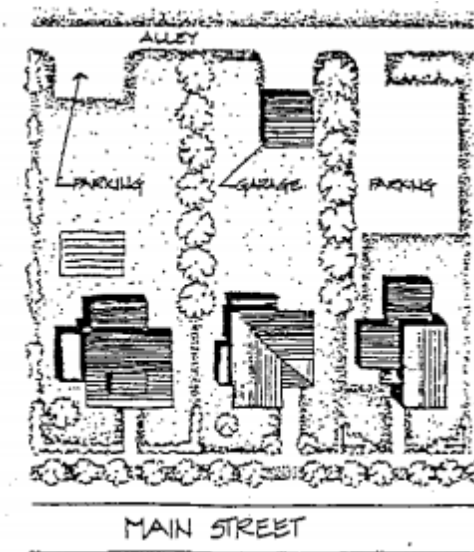
- The proposed project is generally in line with the architectural style recommended in the PAG.
 - The proposed building is in the general Midwestern rural aesthetic.
 - The existing building was added onto over time and although the building does not fit perfectly into the styles of the historic district, Staff feels that the improvement to the existing building using historic colors and materials. Furthermore, the building as it stands, has historic value as it is one of the older building in the downtown core.



1
A2.1
EXTERIOR ELEVATION - SOUTH
1/4" = 1'-0"

Site Considerations (Page 10)

- The proposed project is in line with site considerations of the PAG.
 - Access to rear yard parking lots and storage or garage buildings should be from alleys whenever possible.
 - The proposal has designed their parking lot in this fashion.
 - Commercial lots should be paved with asphalt, brick, concrete, or tar and chips as required in the Powell Zoning Code.
 - Renderings show an asphalt type of pavement.



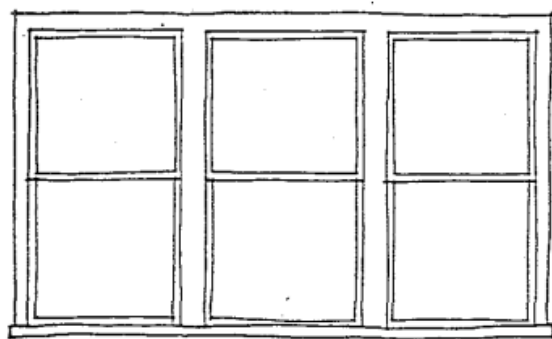
Building Materials (Page 21)

- The proposed project is in line with the building materials recommended by the PAG.
 - Most of the buildings in Powell are sheathed in some form of wood siding. Beveled, shi lap, and rustic sidings are used commonly. (Page 27)
 - The proposal has a cement fiber siding similar in style to wood. The style of wood siding pattern is unknown though.
 - Every effort should be made to retain and repair existing tin roofs. Metal roofs other than batten or standing seam types are not appropriate for use in the district. (Page 34)
 - The proposal includes the patching and repair of the existing metal roof, and the existing roof is standing seam style, which will remain.

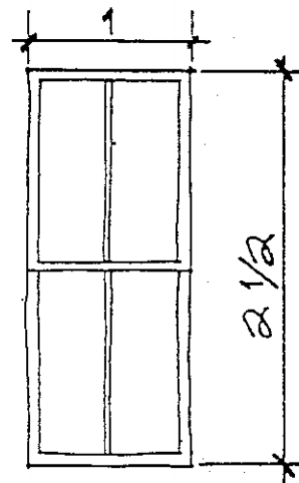


Architectural Elements (Page 46)

- The proposed project is somewhat in line with the PAG.
 - The front elevation of the proposal displays the Ribbon style, one of the three historically correct window styles with a 2-over-2 pattern. (Page 48)
 - Further examination by the Powell Architectural Advisor and HDAC is needed to determine whether the panels above the front windows are appropriate.



RIBBON WINDOW



2-OVER-2



- A palette of generally darker colors with a few of the earlier, lighter colors persisting. More vivid contrast, and “picking out” of details is prevalent. (Page 73)
 - The selected green color were selected from a historic color palette and match other buildings within the downtown.

Staff Recommendation

Staff recommends that the revisions be approved.

3. PRELIMINARY DEVELOPMENT PLAN REVIEW

Applicant: Chris Bradley
Location: 110 Grace Drive
Existing Zoning: DB, Downtown Business District
Request: To review a proposed mixed use project consisting of 25 residential units

Aerial Site Image: <https://goo.gl/maps/1hs5Q4WUuHy>

Project Background

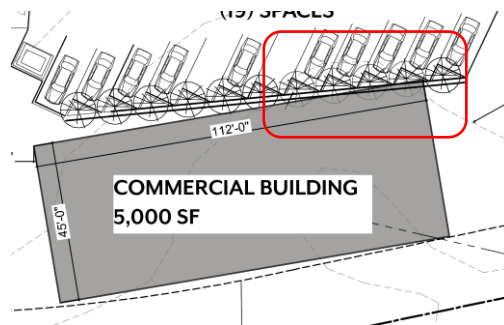
The applicant came before P&Z on August 9, 2017 and received comments from Staff and the Commission. Since that time the applicant made changes to the original submission and submitted it for preliminary plan review for the October 11 meeting. However, the applicant decided to table the proposal to make refinements. Also during this time Staff determined off site stormwater, overflow of the pond on the Powder Room site, flows across the site, and met with the applicant to ensure they take this into consideration. After meeting with staff and making changes to the plan, the applicant decided to bring the proposal to the October 25 meeting.

Proposal Overview

The proposal to construct a mixed used development remains the same but there are changes to the site plan, building configurations and square footage of buildings. Details of major changes below.

Changes Since the Last Submission

- Site data updated (i.e. site went from 2.7 acres to 2.594 acres).
- Went from three residential buildings to two.
- Commercial building increased from 2,000 sq. ft. to 5,000 sq. ft.
- Covered spaces turned into two story parking garages below with 1 bedroom flats above.
- Architecture changed on residential buildings and provided for the commercial building.
- Staff is disappointed as to how the site plans do not match (p 5 vs. p 12) so it is hard to tell exactly what is being proposed as to the front setbacks. Staff has asked for plans to be changed so that they match and each time resubmission has failed that endeavor.
- The applicant provided a refined site plan with a 20 foot setback. However, the commercial building now overlaps the parking and landscaped area.



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 proposed use is consistent with permitted uses outlined in the zoning code and the density of the proposal is also at the highest end of what is allowed in the DB, Downtown Business District. The DB allows a maximum of 7 units with a bonus of up to two units for public amenities. Staff defers to P&Z as to whether the improvement of the entry up to Powell Center and the previously dedicated right-of-way warrant the density bonus.

Staff is of the opinion that this particular design of the “mixed use” concept is not consistent with the Comprehensive Plan. Details of which are provided in items below.

The height is fine but through a cursory examination of lot coverage it seems to be at 21% versus the allowable 20%. Total lot coverage by building and pavement is less than 80%, providing for more than 20% green space. No landscaping or lighting plan has been submitted.

There is some questions about the setback requirement from Grace Drive. After some research, it was determined that the setback from the right-of-way of Grace Drive could be either 30 feet or 20 feet depending on whether past agreements or ordinances are observed. Current code requires a minimum of 20 feet and maximum of 25 feet. However, Ordinance 2000-17, which was the Ordinance adopted that indicated the right-of-way purchase agreements at the time Grace Drive was going to be built requires a 30 foot setback. The Downtown Business District code was written and this area rezoned after the right-of-way widening happened, so as a result there is a conflict. Staff does not see this as a critical item, it just needs to be clarified and identified as a change as part of this development plan approval. We would recommend a 20 foot setback in this particular development.

(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;

Commercial and residential uses along this portion of Grace Drive are appropriate as they are permitted uses in the Downtown Business District. However, the amount and intensity are not correct. Section 1143.16.1(e) states that:

The maximum density is seven dwelling units per acre. The Planning and Zoning Commission can set density bonuses up to an additional two dwelling units per acre for development that includes the expansion and/or creation of public amenities such as streetscape improvements, public gathering spaces, park improvements, and other notable public amenities as determined by the Planning and Zoning Commission.

The proposal calls for over 9 units/acre, however as stated above, by code that density is reserved for a development that provides for public amenities of some kind as approved by the Planning and Zoning Commission. Staff poses the question to P&Z as to whether the previously dedicated right-of-way and future improvements to the Powell Center entry is sufficient to warrant the density bonus. The City adopted our Keep Powell Moving plan, which indicates that a public road is desirable to tie together Grace Drive and Beech Ridge Drive. This road could be at the location of the current private drive which leads to Powell Center, and traverses this property via a public access easement. This drive could be upgraded to a public road by this developer, therefore allowing for an upgrade to 8-9 dwelling units per acre. A table below shows the density per acre calculations, each of which shows that they are at odds with the applicant's proposed 25 units or 9.64 units per acre density.

Units/Acre (2.594 acres*)	Total Units
7	18.16 ~ 19
8	20.75 ~ 21
9	23.35 ~ 24

*2.594 acres is used as the total acreage of the site as the previous owners may have had an agreement with the city that if the land were to be developed the dedicated right-of-way would be included as part of the density calculation. Staff is still trying to figure out if this agreement exists.

(3) The relationships between uses, and between uses and public facilities, streets, and pathways; Commercial and residential uses on this site would have a good relationship with its neighbors but staff argues not in the current configuration. Staff believes that Grace Drive should take on more of a commercial feel, with residences being a secondary use to the commercial. A two story development, with commercial on the first floor and residential on the second, is the mixed use that is currently the vision within our Comprehensive Plan:

Village Center - Mixed Use/Commercial Examples



Baxter Village, Fort Mill, SC

Parking Behind Building

Urban Style Building

Transparent, Active First Floor Storefronts



New Town, VA

Flat Roofs

Active Second Floor Space

On-Street Parking

Outdoor Dining

For example, the New Town image above shows a restaurant on the corner. To the right and the left could be flat apartments. In this unique way, the intermingling of commercial with residential is more appropriate than what is being proposed with this development. On the other hand, the building could contain all retail downstairs and apartments upstairs.

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

Although no real traffic analysis is provided, Grace Drive is designed for three lanes and would be capable of handling any increased mixed use traffic to and from the site. We would, however, like to have the developer prepare an analysis of their proposed one way circulation pattern, and see if a left turn lane into their site is needed on the new east/west road. We do not want to see traffic back up to Grace Drive trying to get into the site. The sidewalk along Grace Drive should be sufficient, and there should be lead walks from that sidewalk into and through the development to allow for a walkable plan.

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

There are adequate yard spaces on the proposed site. The proposal intends to keep the tree line to the east of the site.

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

There are no open spaces or natural preserves on the site, however there is over 20% green space and the applicant is intending on preserving existing trees toward the east side of the site as best as possible to provide for screening.

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

The development will be done in phases expected to take 12-18 months from ground-breaking:

- a. Site work completion
- b. Parking
- c. Residential buildings
- d. Commercial building – user dependent – may be done simultaneous with the residential construction or later (market driven)

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

See #7.

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

No municipal improvements are anticipated with this development. The developer shall be required to update the entrance drive to a public road cross section to achieve the proposed density bonus.

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

There should be very little community costs of providing public services to this property as this is an infill development.

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

The proposal as currently configured would have a negative impact on its surroundings. The architecture and intensity does not match with the aesthetic of downtown Powell. The architecture seems to have too much contemporary flair and the number of units on the site too high. Furthermore, adding so much residential only buildings along Grace Drive would change the development direction of one of the last potential commercial spaces in Powell towards a residential model. This is not what the Comprehensive Plan calls for of major thoroughfares. A greater commercial presence along Grace Drive would be a better fit with the surroundings. For example, if the length of Grace Drive was commercial on the main floor and residential above or mixed in better.

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

Staff's sketch plan review Comprehensive Plan analysis still holds (see below). In short, what is being proposed is generally not in line with the vision of the Comprehensive Plan. The site is not the most appropriate location for this type of development since main thoroughfares should be reserved for primarily commercial uses. Furthermore, the plan states that new development should be "sensitively designed to fit with the scale and unique character of existing downtown development, a variety of housing options could be appropriate and beneficial in advancing the economic vibrancy, character, and livability of Downtown Powell" (p.30). What is being proposed does not meet this policy recommendation. Although what is proposed is a different housing option, it does not have the appropriate scale due to the higher than allowed density and urban-style form which is contrary to preserving the unique character of the existing downtown. What would be more appropriate is creating a new block of downtown, with storefronts below and residential above and behind even.

Staff Comments

The applicant has taken the comments from the Commission and Staff and has adjusted more commercial into the plan. They transferred apartments from a third building to above garages. Staff still believes in the concepts of the Comprehensive Plan are still valid, and an applicant should surely have to prove otherwise when submitting an alternative. A residential only portion along Grace Drive, which is and has been considered for additional commercial expansion of our downtown, should only be done with residential if the residential portion is not the only identifiable feature of land use; it needs to be blended together with commercial uses fronting the street. Whether that can be done with upstairs units and/or a building behind, the commercial frontage is important.

In the image below, we show an option for adding townhome portions to a commercial building. In this manner, there is still prominent commercial facing Grace Drive, and can be intermixed with a mix of townhomes and possibly upstairs apartments. Does this increase costs? Probably yes. Does this increase rents to make up for costs, probably yes. Will it take longer to rent the commercial space rather than the apartments, probably yes.

The 2016 Urban Land Institute in conjunction with The Ohio State University [Real Estate Trends in Central Ohio](#), shows that the mixed use concept creates more value with less space. We truly believe that done with compatible design something like that can be done in this location of Grace Drive on both sides of the street.

On this particular property, for example, we see the ability to provide around 12,000 to 16,000 sq. ft. of commercial/office space with about 17 to 18 dwelling units.

Village Center - Mixed Use/Commercial Examples



Baxter Village, Fort Mill, SC

Parking Behind Building

Urban Style Building

Transparent, Active First Floor Storefronts



New Town, VA

Flat Roofs

Townhome portion of commercial building.

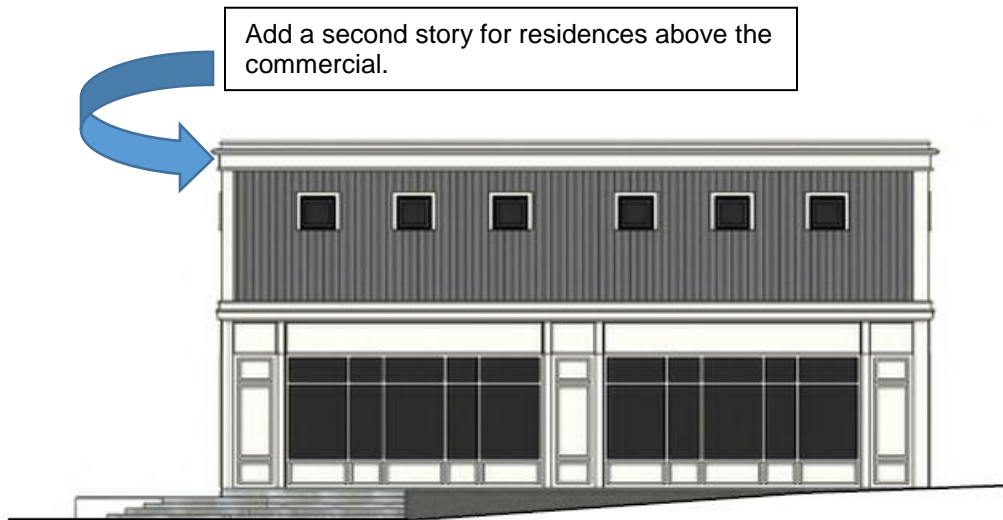
On-Street Parking

Outdoor Dining

Staff Recommendation

Staff recommends not approving the preliminary development plan at this time, due to the fact that the plan is inconsistent with the Comprehensive Plan, the density is higher than allowed by the Downtown Business District, additional traffic analysis is needed to be completed, the submitted site plans are inconsistent with each other, and the architecture is not consistent with the Historic District Guidelines. Staff recommends the following changes:

- 1) There needs to be a more commercial presence along Grace Drive, one that has more active commercial storefronts that could be utilized by a mix of commercial and office users. There is the ability to create a quite nice mixed use development with attached townhomes to the commercial spaces (see photo above) and/or upstairs flats with commercial uses on the first floor. The residential density should be based upon the existing amount of land and meet the Downtown Business District requirements.
- 2) Add another commercial building along Grace Drive or have main floor commercial and upper floor residential along Grace Drive. This way the commercial component is the prominent feature along the road.
- 3) Change architecture of the commercial building. Provide some more ornamentation. For example, curved, carved brackets under roof overhangs and cornices, and hood moldings over doors and windows. In the current view, it seems too contemporary for a historic downtown. See comparison images below for what is proposed versus what exists at 8 N Liberty Street.



SOUTH ELEVATION (NORTH ELEVATION SIMILAR)



- 4) The residential density of the proposal should stay in line with the Downtown Business District. Staff would recommend between 18-21 units if the existing drive access is upgraded to a public street and other changes to the site plan and mix are made.
- 5) Submit traffic analysis of proposed one way site operation and need for turn lane on the access road.
- 6) A market analysis and comparison between what the applicant is proposing and what Staff is recommending should be done in order to help with the Commission decision making. A comparison of a more of a mixed use development than what is proposed to be primarily residential is important to see. Staff put together a different proposal for having more of a mixed use, 1st floor commercial/retail/office service oriented businesses and 2nd floor flats as what we feel is a viable option:

ONE-TEN GRACE DRIVE

(THE FLATS AT ONE-TEN)

BUILDING 1:

- 9 ONE-BEDROOM FLATS - 2-3 FLOOR
- 3 2,800 sq. ft. commercial/office
- 8,400 sq. ft. together

BUILDING 2:

- 9 ONE-BEDROOM FLATS - 2-3 FLOOR
- 3 2,800 sq. ft. commercial/office
- 8,400 sq. ft. together

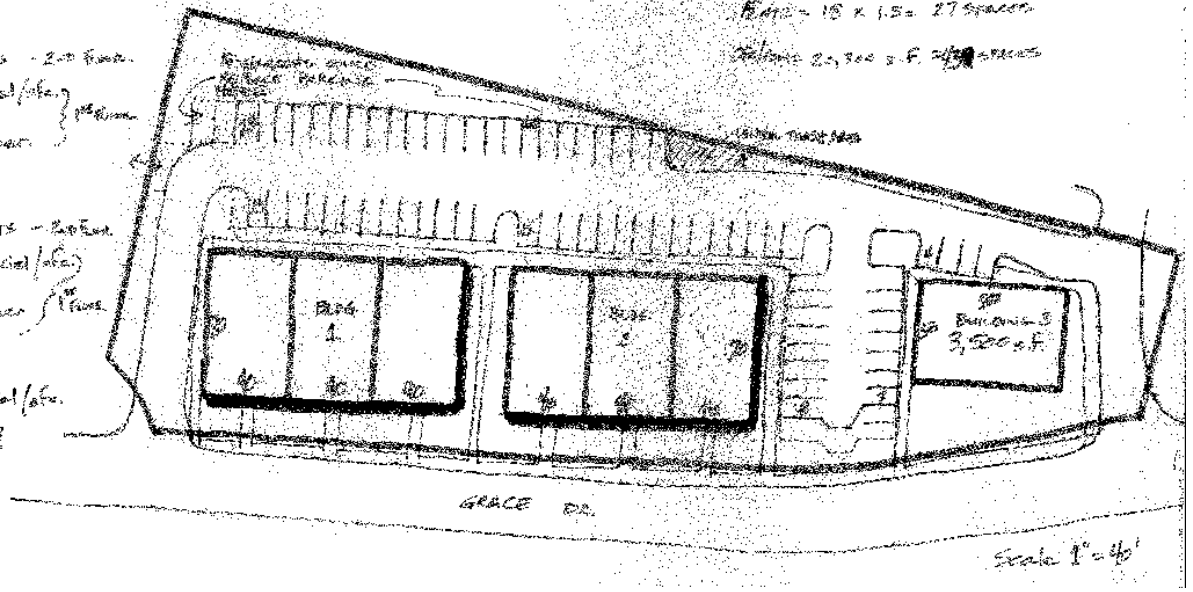
BUILDING 3:

- 3,500 sq. ft. commercial/office
- 1 story

BUILDING 1: 27 TOTAL SPACES

FLATS - 18 X 1.5 = 27 SPACES

BUILDING 2: 27 TOTAL SPACES



End of 12/13/17 report

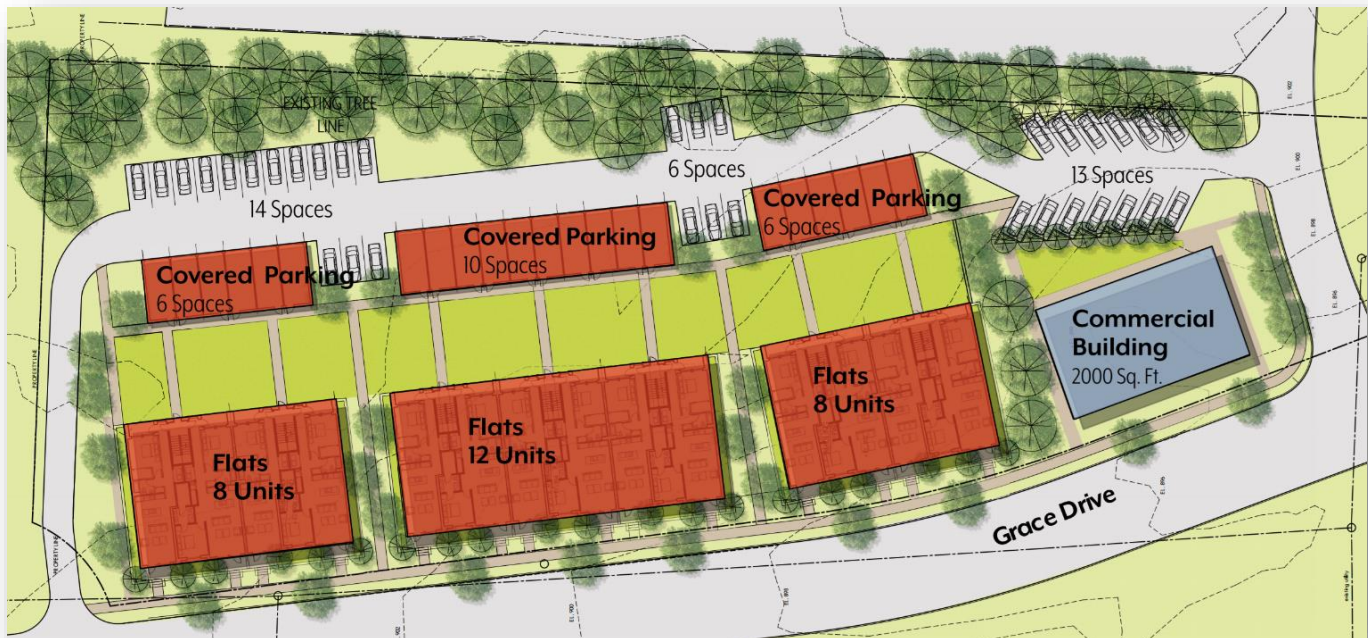
Sketch Plan Review – August 9, 2017

Project Background

The applicant met with staff before submission to discuss possibilities on the site. At these meetings staff provided the applicant with ideas of what the City would like to see on site. The applicant has now provided a sketch plan for review.

Proposal Overview

The proposal is to construct three two-story residential buildings, one two-story commercial building, 22 covered parking spaces, and 33 uncovered parking spaces. The three residential buildings will have a total of 28 units and the commercial space will be 2000 square feet. The site will be bound by a drive aisle with two access points on Grace Drive.



Comprehensive Plan Consistency

The proposal is not entirely consistent with the Comprehensive Plan. Although the development has aspects that are consistent with the Comprehensive Plan, there are areas that staff feels the plan needs to improve upon. Namely, the amount and location of uses proposed.

The Comprehensive Plan calls for new commercial developments that would contribute to the service needs of the community and the fiscal well-being of the city (p. vi). This development provides some of this through its single commercial building but staff feels that the amount of commercial is not sufficient. Grace Drive is one of Powell's only commercial corridors. These corridors should be protected and developed with primarily commercial since these types of uses provide services to residents and tax benefits to the city, especially through the contributions to the Downtown TIF District. Losing commercial land can be an error in the long-term as these lands typically do not return to commercial again. For this reason, staff would like to see the proposal become more commercial heavy, rather than residential heavy. This way, the city's financial well-being is better protected.

The Land Use Plan portion of the Comprehensive Plan, specifically the Village Residential portion that this site is located within (see image below) states that (p. 30):

"If sensitively designed to fit with the scale and unique character of existing downtown development, a variety of housing options could be appropriate and beneficial in advancing the economic vibrancy, character, and livability of Downtown Powell."



Staff feels that the proposed architecture is very nice and could be an added benefit to the community. However, the location of housing along Grace Drive may not be the best place for it. A major thoroughfare, it sees a fair amount of traffic and having homes so close to it may be uncomfortable for anyone living in the homes. Also, this organization of buildings so close together to the road does not seem to fit within Powell's downtown esthetic. It feels more suburban than historic.

Furthermore, Land Use policy #6 (p. 49) recommends encouraging mixed use development in appropriate locations, as designated in the plan. This policy states that "in particular, large residential development sites with arterial roadway frontage should preserve that frontage for commercial uses that will both generate revenue for the City, while also providing jobs and services within walking distance of nearby homes." This proposal is contrary to this policy recommendation.

Staff Comments

Many of staff comments were discussed in the previous section. Staff would ultimately like to see the proposal redesigned to include more commercial use or at least, less commercial use along Grace Drive in order to protect the little remaining commercial land we have in the City.

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.

Staff Recommendation

Staff recommends that the application resubmit a new sketch with the following changes:

1. Redesign the site plan to include more commercial.

4. AMENDMENT TO A FINAL DEVELOPMENT PLAN

Applicant: Dr. Ali Khaksarfard, DDS
Location: Northwest corner of West Olentangy Street and Lincoln Street
Zoning: DB, Downtown Business District
Request: To review a proposal to change the previously approved rear elevation of the building and façade changes.

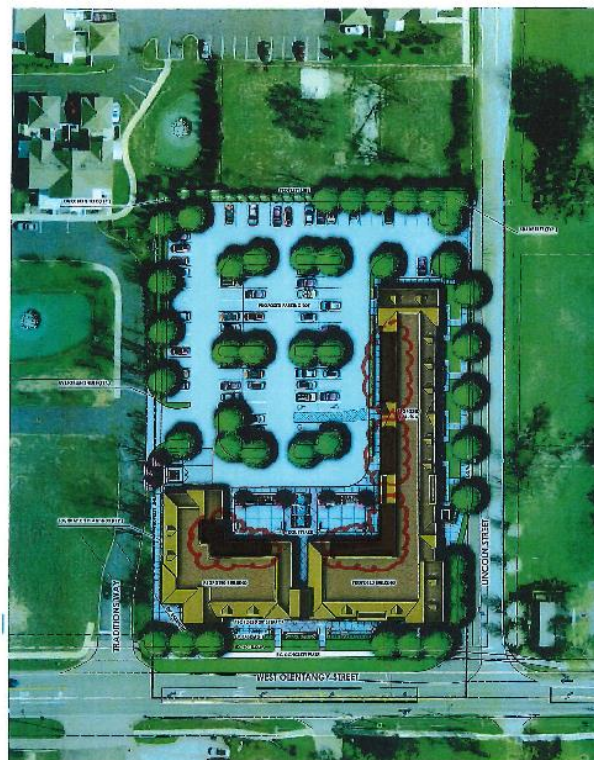
Aerial Site Image: <https://goo.gl/maps/dYUWQ1DBtJH2>

Project Background

Armita Plaza was approved last year and is currently under construction. The owner wishes to revise the plans to reduce the amount of roof area that is built. At first, the owner asked Staff if total removal was possible. After meeting with the owner and looking at the plans, it was determined that only to rear portion should be submitted as a change to the project. The rear portion of the project does not have any view from the public or private roads, so therefore the only view is from the north and northwest. The plans also call for a raising of the wall height and parapet so as to screen any roof top mechanicals.

Proposal Overview

To remove the rear portion of the roof design and extend the walls higher in its place to create more of a parapet design. The following color site plan shows the extent of what is being removed (blacked out in photo):



ILLUSTRATIVE PLAN
ARMITA PLAZA
PREPARED FOR THOMAS BEURY ARCHITECTS
MAY 2016

EXHIBIT D-4
Peters Planning & Design
1000 N. High Street, Suite 100
Columbus, OH 43215
614.261.1234
www.petersplanning.com

Staff Comments

The applicant has indicated that this proposal is to save cost and that in effect has no real effect on the overall design of the shopping center. Having the roof portion removed in the back does affect the view from the neighbors to the northwest, but having parapet walls up higher still screens the view of the mechanicals on the roof. They did include a nice panel design for the increased height of the wall as well.

Ordinance Review

In accordance with the requirements of codified ordinance 1143.11(r), all plats, once a final development plan for a planned district has been approved by Council, all subsequent substantial changes to that plan shall only be permitted by resubmission as a new substitute plan and repatriation of the procedures established in these sections. "Substantial change" for the purposes of this section shall mean any modification of an approved planned district development plan, as determined by the Zoning Administrator that results in:

1. Any increase in the number, or change in the type and/or mix of residences, and/or non-residential building area or land use;
2. Decrease in the approved minimum lot size, number of parking spaces to be provided, and/or trash storage areas;
3. Change in the approved location of land uses, land use subareas or sub-elements, streets, public or private parklands and other public facilities, and/or natural environmental preserves or scenic easements by more than thirty (30) feet;
4. Reduction in area of public and/or private parklands or other public facilities and/or natural environmental preserves or scenic easements;
5. Alteration of the basic geometry and/or operational characteristics of any element of the approved street pattern, parking facilities, service access, trash storage facilities, and/or system of pedestrian and/or equestrian paths that results in a change in operating characteristics or character;
6. Any circumstance below the minimum requirements established in this Zoning Ordinance or as required in the approval of a conditionally permitted use in a planned district.

Staff Recommendation

Staff feels that as currently proposed, this is a minor design change, does save some cost to the owner, and has little effect on the overall quality of look. If this saves some rents for future tenants and it allows for quicker rental of the units, Staff is supportive of this request.

5. ADMINISTRATIVE REVIEW

Applicant: Architectural Alliance for Middlefield Bank
Location: 10628 Sawmill Parkway
Zoning: PC, Planned Commercial District
Request: Administrative Review for a new 2,757 sq. ft. bank and drive-thru.

Aerial Site Image: <https://goo.gl/maps/SEwZWNnSyo22>

Project Background

Middlefield Bank is looking to locate a branch office at this location. This site is out-lot to the Target shopping center, located at the north side of the main entrance into the site on Sawmill Parkway.

Proposal Overview

The proposal consists of a 2,757 sq. ft. bank office with drive-thru. The drive-thru is located to the rear side of the bank building, with access coming from the main private road that backs all of the out lots.

Staff Comments

The bank building is of a more modern design, consisting of brick and glass, and flat metal panels along with corrugated metal accents. It has a flat roof design with a "tower" type entrance, and flat awnings over the windows. Signage is included in the building designs as well. Site parking requirements are met, and landscaping is provided per the approved plan for the Shoppes at Wedgewood, which was approved by Liberty Township and we accepted as part of the annexation agreement. A lighting plan was also submitted.

The largest concern Staff has is how screening of the rooftop units can be accomplished in an appropriate manner. The flat roof is more consistent with the modern building design being planned, however that leaves open view to the rooftop unit from the side and rear. Architecturally, some sort of screening needs to be accomplished, whether that be through direct screening around the unit or the use of other design elements, such as higher parapet walls, or a combination of the two.

Ordinance Review

As part of the annexation agreement, the Planning and Zoning Commission reviews administratively the proposed plan and can recommend any adjustments needed to the plan to the owner and developer. The final design of the buildings are up to the developer per the approved plan, and as part of the property development agreement Target also has a say in the design.

In accordance with the requirements of codified ordinance 1143.11(u), all plats, construction drawings, restrictive covenants and other necessary documents shall be submitted to the Zoning Administrator, to the Planning and Zoning Commission, and to the Council or to their designated technical advisors upon request for administrative review to assure substantial compliance with the final approved development plan.

Comprehensive Plan Consistency

The development of a bank on this site is consistent with the Sawmill Parkway corridor and the City Comprehensive Plan. The only Staff comment relates to the design of how the rooftop units can be architecturally screened in an appropriate manner, to not let it look like just an added screen wall. It should be done to blend well with the nature of the building design.

Staff Recommendation

Staff recommends that the bank plans be approved with the condition that the applicant work out rooftop screening to the satisfaction of Staff based upon the Commission comments and suggestions at the meeting.