



STAFF REPORT

PLANNING & ZONING COMMISSION

Village Green Municipal Building, Council Chambers
47 Hall Street
Wednesday, October 10, 2018
7:00 P.M.

1. PRELIMINARY DEVELOPMENT PLAN ZONING MAP AMENDMENT

Applicant: Chris Bradley/The Camber Company
Location: 185 N. Liberty Street
Existing Zoning: Residence District (R)
Proposed Zoning: Downtown Residence District (DR)
Request: To review a proposed single family subdivision consisting of 21 residential units on 5.38 acres and changing the zoning from Residence District (R) to Downtown Residence District (DR).

Aerial Site Image: <https://goo.gl/maps/L4vYV5R2EwA2>

Project Background

The applicant is in contract to purchase the back half of the property located at 185 N Liberty Street. Of the total 8.381 acres, 3.015 will remain with the existing owners and 5.366 acres will be purchased by the applicant. The proposal came before P&Z as a sketch plan on July 25, 2018 (see staff report below). Since that time the applicant has worked with staff on project details including access to Adventure Park Drive.

Proposal Overview

The proposal remains the same, to construct 21, 1 and 2 story, fee-simple single-family homes on lots sized 50 feet wide by about 100 feet deep. The proposal is also providing a public road right-of-way of 50 feet that also goes south with a 30 foot right-of-way for a future connection. The proposal shows an entry and entry sign into the site from Adventure Park Drive.

Changes Since the Last Submission

The applicant made the following changes since the last submission:

- 1) The applicant has provided all materials for a preliminary development plan review.
- 2) The bike path now goes along the west side of the site.
- 3) Stub road no longer shows street trees.
- 4) A detention basin and location are now shown.
- 5) Two elevations provided.
- 6) Conceptual landscape plan provided.

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 applicant is requesting a zoning change from Residence District (R) to Downtown Residence District (DR). First, staff sees no issue with this request as it would require the applicant to provide

architecture in line with Powell's historic guidelines – which leads to more refined and aesthetically pleasing design. Furthermore, the district change would help to expand the historic district boundaries, adding to the character of the downtown.

This question is answered with the assumption that the DR district request will be approved. Overall, this proposal is in line with DR district requirements. Specifically, this development meets the purpose of the DR district: *...to preserve, protect, and promote the village-scale residential environment through provision of village-scale housing opportunities on modest lots in the Downtown District.* This proposal is village-scale with modest lots – shown in the site plan and renderings provided. Second, single family residences are a permitted use. Third, the proposed lots are a minimum of 50 feet and seem to be a depth of 100 feet but staff cannot be sure with no dimensions provided on the site plans. Although, if needed, staff sees no issue with reducing the lot depth to expand the greenspace around the site. Fourth, the density proposed is 3.9 units/acre, far less than the maximum of 7 units/area allowed by code. As for setbacks, the requirements are - Front: minimum 20 feet, maximum 25 feet, Side: 5 feet and Rear: 30 feet. Staff needs better dimensions on the plan to determine these dimensions. However, once again, staff is flexible with setbacks in order to ensure an overall well designed site plan and development. Lastly, the proposal meets the lot coverage (50%) and open space (20%) requirements. The proposal shows 50% or less lot coverage and 42.8% open space.

(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 proposal is a lower density single family development that seems appropriate for the location and in the amount proposed. The density is low enough to not be a burden on the existing road network and surrounding uses.

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

The proposed development has a swimming pool to its north, residential to its east, future development to its south, and a train track to its west. The low-density single-family development geared towards empty-nesters and retirees should have a harmonious relationship to the existing uses. The proposal is also including a new stub road, sidewalks and paths through the development which should only add to the travel modes in the area – an overall benefit to the neighboring uses.

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

The proposed streets are adequate for the type and amount of development proposed. Staff is also pleased that the applicant worked with the owner to the south to determine an appropriate location for the stub road and bike. These southern connections placed appropriately will be mutually beneficial to both parties and the city overall. This southward stub road is an important piece to connect Depot Street north to Adventure Park Drive – as recommend in the Keep Powell Moving Plan. The site does have a cul-de-sac that we typically want to stay away from but with the option of two exists from the site and no connection across the tracks ever likely, makes it a reasonable necessity.

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

The proposal does a fine job of creating as much green space on site as possible. The location of the lots and house envelopes show that there is a great deal of greenery around the site.

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

The applicant is looking to donate the rear portions of the norther lots to the City as parkland, which would in turn, increase the open space on the site. Also, the applicant has created an open space buffer to the west of the site. These two open spaces will increase the amount of public access ways through the site and provide more than an adequate amount of open space.

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

No yet specified by the developer.

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

No yet specified by the developer.

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

There are no physical improvements require bed by the City. The City is, however, helping the applicant get access onto Adventure Park Drive. As mentioned in the previous analysis, the park to the north is under a Section 6(f) restriction and any changes to the land requires a new agreement with the State. The City is facilitating these discussions in hopes to make this connection possible as it would not only help the development but the city overall with the additional of another connector street.

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

The City will obtain ownership of the roadway and its maintenance once this development is completed.

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

The proposed development will have a positive impact on the surrounding areas. It will add more life to the downtown area by adding more people within walking distance to the shops and restaurants. In addition, the future roadway connection this proposal helps to achieve will help alleviate some traffic congestion in the downtown area but creating an alternate travel route.

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

See sketch plan review below for Comprehensive Plan consistency analysis.

Staff Comments

Staff feels that the proposed development will have a positive impact on the historic downtown. More housing and people within walking distance of the downtown core will only add to the vibrancy of the city center. Also, more housing choices is helpful to keep Powell residents local as they downsize from their homes. Lastly, the roadway with stub will be helpful to realize the vision of the Keep Powell Moving plan to create a connection between Adventure Park Drive and Depot Street.

The applicant provided two elevations for review that Staff finds to be appropriate in scale and design for the proposed location. Staff defers to the Architectural Advisors for further detailed review. Staff would add though that the applicant has contracted with Romanelli and Hughes to construct the units. This builder has done work within the City before and has proven to construct quality homes with good design.

Staff Recommendation

Staff recommends approval of the Preliminary Development Plan and zoning map amendment with the following conditions:

- 1) All Engineering Department comments are addressed.
- 2) The 6(f) issue with State is resolved to allow access to Adventure Park Drive before approval of the Final Development Plan.
- 3) Four-sided home designs are submitted for the Final Development Plan with the advisement to have several design choices for P&Z review.

Sketch Plan Review – July 25, 2018

Project Background

The applicant is in contract to purchase the back half of property located at 185 N Liberty Street. Of the total 8.381 acres, 3.015 will remain with the existing owners and 5.366 acres will be purchased by the applicant.

Proposal Overview

The proposal is to construct 21, 1 and 2 story, fee-simple single-family homes on lots sized 50' wide by 100' deep. The proposal is also providing a public road right-of-way of 50 feet that also goes south for a future connection. The proposal shows an entry sign and entry into the site from Adventure Park Drive.

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

In terms of the overall land use and items related to our Comprehensive Plan, this proposal has the ability to meet the general thoughts and ideas, but it needs a lot of work to get there. This property is zoned R, Residence District and has been zoned in this manner since the Village began having zoning. In fact, the current owners are the second generation of people who originally signed the petition to form the municipal government of Powell. Development of Powell has happened all around this acreage. Now that it appears to be time to consider development on this parcel, it makes sense to rezone the property to a category which makes sense for the owner and the community.

The property to the south is zoned DB, Downtown Business District and has historically been zoned this way since the Depot Street Antiques came to town in the 1970s. The current owner is a commercial real estate owner in the downtown, is part of the new Nocterra Brewery going in, and plans to develop his property as currently zoned. Other adjacent zoning includes DR, Downtown Residence District with the properties along Case Avenue. To the west is the CSX railroad, and to the north is Adventure Park. In terms of land use, single family residential fits this property and the overall densities of this neighborhood.

Our comprehensive plan anticipates the extension and connection of Depot Street from the south to Adventure Park. The proposed plan does allow for this connection to occur, but only in an indirect manner. Some thought on the part of the Commission needs to happen with this connection. Although Staff does see it as being a necessary thing to help relieve Scioto and Case from cut-through traffic (it provides an alternative) residents there have expressed concern and we also do want to keep speeds down, especially through a new residential/mixed use area. It would be nice to be able to plan this out together with both properties. Maybe this applicant and the owner to the south can sit down together to come up with a good effort on roadway design due to any land use proposal that they seek.

Staff Comments

There are several items that this developer will have to consider with the current design and layout of this proposed subdivision. They are as follows (in no particular order):

1. The City received a grant for the development of the park and with that we placed what is called a Section 6(f) restriction on it that means it can only be utilized for park purposes. The street connection takes some value away from that park. In order for a road connection to attach to Village Park Drive, additional park land has to be added from an adjacent parcel that has twice the value. We recommend a strip along the north side of the subject property be dedicated to the park for this purpose. There are many very nice oak trees within this area. The lots are deep enough and the street location can be adjusted to allow for this. Probably a 50 foot wide strip should do it.
2. Roadway alignments are going to have to be worked out.
3. Utilities are going to be a bit difficult. The sanitary sewer will need to be extended from a manhole along the south side of Village Park Drive and run west to this site. This will require approval of an easement by City Council. Water will need to come from a line that exists south of the swimming pool on the park property, also requiring an easement to be approved by City Council. Storm detention requirements are going to be south of where it is shown on the plans at a lower part of the property. It might be wise to work with the property owner to the east about making a pond on their property at the entrance to the subdivision which makes a nice amenity to this development, the park and that owner's property.
4. Planning should be done to provide the remnant parcel to the east an access point off of the new road, allowing the ability to place a common access driveway and possibly split that lot into two or three lots. Access cannot come from Liberty Road due to the extensive floodway there.
5. The buildings near the railroad are old pump houses when the Village had its own water system. Confirmation of proper closing of the well occurred or this will need to be verified prior to construction.
6. No housing designs have yet been brought forward. Staff recommends that the applicant come in with very specific housing types utilizing our Historic District Guidelines.

Staff Recommendation

The applicant take into account this information and work closely with Staff in preparation of the Preliminary Development Plan. Also, we recommend the applicant meet with the property owner to the south to coordinate development ideas.