



CODE ENFORCEMENT REPORT

Report attached.

PLANNING AND ZONING COMMISSION

October 23, 2019 – Minutes attached.

MINOR AMENDMENT TO AN APPROVED FINAL DEVELOPMENT PLAN

Applicant: Powell Crossing Endeavors, LLC
Location: 147 W. Olentangy Street
Existing Zoning: (DB) Downtown Business District
Request: To approve a bed & breakfast/small hotel use within the approved development plan text for the Campbell house at the mixed-use development Powell Crossing.

- *Request reviewed and approved with condition.*

SKETCH PLAN REVIEW

Applicant: The Camber Company, LLC
Location: 2630 Carriage Road and 8061 Liberty Road
Existing Zoning: (FR-1) Farm Residence District – Liberty Township
Proposed Zoning: (PR) Planned Residence District – City of Powell
Request: To review a Sketch Plan for property that can be annexed into the City of Powell for a single-family subdivision of twenty-five (25) lots on approximately 6.72 acres.

- *Request reviewed and comments provided.*

HISTORIC DOWNTOWN ADVISORY COMMISSION

No meeting held.

BOARD OF ZONING APPEALS

No meeting held.

October Code Enforcement Report 2019

Date	Violation Description	Address	Name	Phone	Notes	Resolved Date
10/6/2019	junk violation	43 Scioto St	Melinda Morris	(614) 551-2066	junk in yard (bicycle, couch, cardboard boxes, etc.)	called & left voicemail 10/6, never returned call. Letter sent
10/17/2019	lawn violation	326 Olenview Cir W	Noel & Marvin Johnson		overgrown lawn	letter sent, violation letter sent 11/5



Planning & Zoning Commission
Donald Emerick, Chairman
Bill Little, Vice Chairman
Trent Hartranft Joe Jester

Shawn Boysko

Ed Cooper

Shaun Simpson

MEETING MINUTES
October 23, 2019

A meeting of the Powell Planning & Zoning Commission was called to order by Chairman Emerick on Wednesday, October 23, 2019 at 7:00 p.m. Commissioners present included Donald Emerick, Shawn Boysko, Ed Cooper, Trent Hartranft, Bill Little and Shaun Simpson. Joe Jester was absent. Also present were Rocky Kambo, Assistant Development Director; Leilani Napier, Planning and Zoning Clerk; and interested parties.

STAFF ITEMS

None.

HEARING OF VISITORS FOR ITEMS NOT ON THE AGENDA

Chairman Emerick opened the public comment session. Hearing no comments, he closed the public comment session.

APPROVAL OF MINUTES

MOTION: Commissioner Cooper moved to approve the minutes of October 9, 2019. Commissioner Boysko seconded the motion. Commissioner Hartranft abstained. By unanimous consent of all other Commission members present, the minutes were approved as written.

MINOR AMENDMENT TO AN APPROVED FINAL DEVELOPMENT PLAN

Applicant: Powell Crossing Endeavors, LLC
Location: 147 W. Olentangy Street
Existing Zoning: (DB) Downtown Business District
Request: To approve a bed & breakfast/small hotel use within the approved development plan text for the Campbell house at the mixed-use development Powell Crossing.

David Hatcher, Chief Construction Officer, The Champion Company, said Aaron Underhill, our attorney, is also here. We are requesting a minor amendment to our Final Development Plan for the Powell Crossing development, for approval of hotel use. We have had real good success in leasing out our new build retail space. We understood when we took on this project that the Campbell house was to remain. We love the house, the character of the house, the history behind the house. We have marketed the house for over a year and have had very little interest from users to use the house as retail space. A user can make new build retail space anything they want. The Campbell house is very niche. There is very limited use of the space. We brainstormed internally on how the house could be used. We thought it would be a good concept to use the house as a bed & breakfast. We've done feasibility studies and market research. Powell is lacking in short-term lodging. The current development plan has an approved conditional use which does allow a bed & breakfast. We plan to operate a bed & breakfast using our own leasing agents to manage the space. Code states there must be a permanent caretaker living in a home to operate a bed & breakfast. The minor amendment will allow hotel use of the house. Staff will not be sleeping at the house. There is a need for this type of use. People who want to stay short-term in Powell have to go to Polaris or Dublin. Being a house, this is a natural fit.

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

The applicant is asking to move from a conditionally approved use to an as-of-right use, removing the requirement of having an owner present at all times. Staff has no problem with this. A bed & breakfast is allowed. Staff recommends approval.

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

Commissioner Cooper said I have no problem granting this amendment.

Commissioner Boysko said I agree. This is a great use of the house. I was concerned about the over-saturation of the market with retail spaces. Is there any concern if the way you operate the facility changes in 5 years and want to modify how it is run? Would the applicant have to come back before P&Z for another amendment? Mr. Hatcher said multi-family and retail is our bread and butter. We don't anticipate needing an operational change. We know how to manage apartments and have the staff to do so. The staff will be on-site. But, if needs change, we may need to come back. We don't know how this will work out. Commissioner Boysko said it sounds like the staff who will manage the apartments will manage the bed & breakfast. Mr. Hatcher said correct. Staff will be on-site 7 days a week; they just won't live in the house. Commissioner Boysko said I agree with the proposal. It is a great fit and I look forward to seeing it open.

Commissioner Simpson said I have no problems. This is a great use for the house and it will bring in good business.

Commissioner Hartranft said I agree. This is a neat alternative to the use of the house. How many bedrooms and bathrooms are in the house now? Mr. Hatcher said we are still working through the floor plans. We put a maximum of 6 bedrooms in the amendment. It could be less. Commissioner Hartranft asked if food preparations will take place at the bed & breakfast. Mr. Hatcher said there will be a communal kitchen but it won't be a commercial kitchen. Our goal is to have a continental breakfast if anything. We would like the occupants staying at the bed & breakfast to go into the downtown corridor and use restaurants. Commissioner Hartranft said or even possibly have a restaurant on-site. Mr. Hatcher said yes. Commissioner Hartranft asked if allowing this is setting a precedent we may look back on and our hands are tied if someone else comes in and wants to make a downtown building into a bed & breakfast without a manager living on site. Mr. Kambo said this is a valid question. Each request is a case-by-case basis. No one property is entirely like another property. A decision tonight wouldn't shackle us. Staff might want to look at Code so it isn't a requirement for someone to live on site.

Commissioner Little said I appreciate the applicant looking for a creative way to use the house. The history and keeping the house in tack was important to us. This was the first house of the first doctor in the Village of Powell. There was a little noise over the summer about whether the house would be painted or not. Is the intention to paint the house with an exterior color more consistent with its surroundings? Mr. Hatcher said our intent is to paint the house a more historical yellow. Every time this house has been referred to, it has been called "the big, yellow house". Commissioner Little said yes it is. Mr. Hatcher said we aren't changing that. Commissioner Little said there are folks who may have family members come in from out of town and this would allow those family members to stay in town.

Chairman Emerick said I also think the use is appropriate for the same reasons Commissioner Little just mentioned. I am in favor.

Commissioner Little moved to approve a Minor Amendment to an Approved Final Development Plan for the property located at 147 W. Olentangy Street, represented by Powell Crossing Endeavors, LLC, to allow a bed & breakfast/small hotel use of the Campbell house in the mixed-use development Powell Crossing, subject to the following condition(s):

1. That the Planning & Zoning Commission agrees to waive the owner-occupied condition and shall allow the use as-of-right.

Commissioner Cooper seconded the motion.

Vote: Y – 6 N – 0 (Jester absent)

SKETCH PLAN REVIEW

Applicant: The Camber Company, LLC
Location: 2630 Carriage Road and 8061 Liberty Road
Existing Zoning: (FR-1) Farm Residence District – Liberty Township
Proposed Zoning: (PR) Planned Residence District – City of Powell
Request: To review a Sketch Plan for property that can be annexed into the City of Powell for a single-family subdivision of twenty-five (25) lots on approximately 6.72 acres.

Chris Bradley, The Camber Company, 6760 Colt Court, Dublin, said this proposal shouldn't look too unfamiliar from projects we have worked on in the past. The site is on the northeast corner of Liberty and Carriage Road. This is actually 7.75 acres. It works out to approximately 3.2 units per acre. The project is for a detached, single-family neighborhood, targeting empty nesters. This is similar to what we have done across the street and at Adventure Park Drive. The homes will be high quality, higher end price points. We've set back considerably from Carriage and Liberty Roads intentionally. There will be a nice green space with a lot of landscaping. We may have horse-fencing types of

aesthetics. The lots will be 120' deep with a minimum of 52' wide. The product would be roughly 40'. There will be a road which stubs to the north for future connection per Staff's request.

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

The density will be 3.7 dwelling units per acre with 7.75 acres and 25 lots. Staff recommends the applicant submit a Preliminary Development Plan with more details.

Chairman Emerick explained to the audience that this is a Sketch Plan Review. The Commission is seeing this concept for the first time. There are at least 2 other review steps with P&Z, a Preliminary Development Plan and then a Final Development Plan. More detail will be provided at the next 2 steps. Residents will be held to a 3-minute time limit. When the alarm goes off on my phone, your time is up. Respecting this time limit will allow more residents time to speak. Chairman Emerick opened this item to public comment.

Bryan Newell, 9486 Pine Creek Dr., said I am running for Township Trustee but this isn't why I'm here tonight. I was asked to review this plan as a City Planner. There is some conflicting information in the plans. We are concerned about the number of trips this project is going to generate, adding to a very congested intersection at Liberty Road. The roundabout is proposed as a mitigating measure. People in the room tonight aren't so much concerned about what happens with this land, as they are concerned about how they get out of their neighborhood. Who have you been talking to at the County about the roundabout? What level of talks have taken place? I'm getting information that this roundabout isn't on the County's radar. Mr. Kambo said when the City reviewed the development on the west side of Liberty Road; our City Engineering Department sent the plans to the County Engineer's Office. We were told a roundabout may go here. Mr. Newell said the semantics are probably key here. Did they say it is possible or they are looking into it? I have a text message which says the County has no plans to put a roundabout in at this intersection. Mr. Kambo said we actually received designs from the County. These designs were given to the applicant to incorporate into this development on the west side of Liberty Road. Mr. Newell said this would be a County driven project which means it would be 4 or 5 years before they even start the roundabout. This is another concern. We all know subdivision housing is much faster than this. Commissioner Hartranft said the idea is to plan for it. Mr. Newell said this is good but it doesn't help the residents the first day all of these new houses generate trips. We already have backups at this intersection. The intersection already has issues. Whether a roundabout is the solution or a traffic signal which could go in a lot quicker. Mr. Kambo said when the County Engineer's Office looks at improvements in and around the County; they take into consideration developments which are coming in. The City Engineer will review both the Preliminary and Final Development Plans. Our City Engineer will work with the County Engineer to let them know. We don't do this in a vacuum. We ensure the County is aware. The development going forward could expedite improvements. Commissioner Little asked if we received the planning images from the County. Mr. Kambo said we did, for the development on the west side of Liberty Road. Commissioner Little said so this is on the County's radar. Mr. Kambo said yes. The drawings told us where the roundabout would go which helped us determine where the pathway could go on the west side. Mr. Newell said he is also concerned about having a retention pond on the corner. Is anyone concerned about cars going into this pond? Commissioner Hartranft said there are 2 other retention ponds in this area. [Mr. Newell continued to speak as walking away from the podium (inaudible).]

Mark DiPiero, 2615 Carriage Rd., said I have an article from This Week Community News about the development by Adventure Park. It was originally zoned for 1-acre lots. Planning & Zoning re-zoned to Downtown Residential with ¼ acre lots. Same exact developer and builder. The reasoning for this, which I think was very sound, was to generate foot traffic into downtown. It is the same type of development, for retirees and empty nesters. This is very logical. I think you will all agree with me because I have quotes in here from several of you which say this. Applying this same logic to this development, the opposite is true. It doesn't generate trips to downtown. All it will do is generate more traffic. This isn't consistent with the other properties in the area which are 1 and 2 acre lots. The Staff Report with the financial information says the City would make \$3,371 per year if families occupied half of these houses. I know this is money into the coffers and anything positive is good. But, at what cost? There are 2 more developments, same developer, across the street, Carriage Cove and by Adventure Park. It would behoove everyone to put the brakes on this one to see what kind of residents go into both of these new developments. See if empty nesters go in or a mix of families. See if Carriage Cove ends up with half families. Then, it would be reasonable to think this development would get half families. We are moving so quickly. Carriage Cove isn't even going to be done by the time this development starts. I would like the Commission to wait and see before we pull the trigger on something else, see if it's fiscally responsible. Traffic and drainage are concerns of mine also.

Vicky Zipfel, 1996 Woodland Hall Drive, said everyone in Woodland Hall has nice, big lots. This literally makes me want to puke. I don't care how many trees are put in or whether a retention pond is put in, it is going to look horrible. If the developer put half the amount of houses in or stuck with 1-acre lots it might be better. I don't know if any Commission members live out this way or drive out this way but you can't get onto Liberty Road from Carriage Road. People sit and wait. Any time of the day. I ride my bike a lot and I can't get from Woodland Hall across Carriage Road to get across

Liberty Road to ride my bike to downtown Powell. Traffic is crazy and I'm afraid I will die. To put this development in.....you guys just don't screw this up. Please don't screw this up.

Jeanne Stoll, 1680 Carriage Rd., said I have lived here 46 years. I'm sure you have heard a lot about Westchester. We wouldn't be here if this were a contiguous piece of property. This is part of our development. Westchester began in 1957. The Delaware Gazette had an article on our development. It said, "Delaware County farmland turns into subdivisions, post problems". Little do they know. We are homeowners who weren't built by a developer. We are individual homeowners with 2 to 5 acre lots. You are actually taking a bite out of our subdivision. It is so different from our subdivision. We have been really good neighbors to Powell, a big part of the Liberty/Powell Civic Association. We worked tirelessly with Powell and Liberty Township on developing this southern portion of the county, to look more rural. The association could be credited with the wonderful way this area, Carriage Road and southern Delaware County, has developed. To see this come into our neighborhood and to hear you talk like this is already a part of Powell. Is this correct? Chairman Emerick said no. Ms. Stoll said this is so different from what the neighborhood is. I hope the Commission will consider what this is being added on to. I live on a 2-acre lot. A 2-acre lot in this development would be 6 or 8 homes, 16 cars. It's just not a fit for Westchester. This is a part of Westchester.

Keith Sarbaugh, 2380 Carriage Rd., said I live about 5 or 6 houses down from the proposed development. I've lived in my house for 8 years. The house is 50 years old. My house derives its value from the surrounding area, the larger lots, and the trees. This development doesn't fit with the neighborhood. I don't know why the access road would have to be on Carriage Road if this development moves forward. It would be better for the road to be off Liberty Road. It would be better if this development wasn't done at all. This development won't do anything to enhance the value of my property. All houses on the other side are 1.7 acres. The lots on the other end are 1.5 acres. My lot is 2-2/3s acres. Further north, the houses are all 1.1 to 1.2 acres. The character of our neighborhood is a country road. I would hate to see this development, which doesn't fit into this character, detract from our character. I don't care how many trees are put in front of this development; it will still be a cornfield house. I decided not to build or live in a cornfield house. If I wanted to do this, I could go across the street. There is a historical aspect to our neighborhood. This development has nothing to offer in keeping the historical aspect of our subdivision.

Amy Woods, 2015 Carriage Rd., said I live a mile west of the intersection of Liberty and Carriage Roads. The traffic backs up to my house when at its worst. It is pretty challenging. I recognize I'm not a Powell resident. I live in Liberty Township. My husband and I moved here about a year ago. We picked Liberty Township since we don't have children and we love it. Everyone always says they love Carriage Road. It's beautiful. We love driving down Carriage Road. Regarding the \$3,000+ shown in the Staff Report, I spend a lot of money in Powell even though I'm not a Powell resident. I probably spend more than \$3,000 at Local Roots in a couple of months. Please, please, please don't annex this land. Leave it in Liberty Township and please keep the neighborhood the neighborhood I chose to move to.

John McCarrier, 2155 Carriage Rd., said I have lived here for 41 years. In the early 90's I was a Liberty Township Trustee. I've been interacting with Village matters for a long time. You guys talk about your Comprehensive Plan. I was a part of developing the Liberty Township Comprehensive Plan. I would like to ask you to imagine a story. You aren't the Powell Zoning Board. You are the Liberty Township Zoning Board. By some crazy, bureaucratic screw up 2 lots deep in the Retreat were never annexed. The paperwork was screwed up or whatever. The owners of that property have said we want to put 3.7 houses per acre in. What do you think the response would be of the residents of that neighborhood? I can guarantee you when people say what road do you live on, I say the Powell bypass. For 40 years, I know that doing something with the 4-corners has been pushed and pushed and nothing has ever been done. We have to hire the Sheriff and have the County build speed bumps on Carriage Road. My wife and I like to go walk in Liberty Park. We time our trips very carefully so we don't wait in line for 10 minutes at the intersection. I would say that 2/3's of the traffic on Carriage Road comes from Powell. We have a morning and evening rush hour. The fun to me is watching the guys in their hotrod Mercedes go over the speed bumps and hear their chassis scrape on the pavement. I ask you to consider this the same way as if you were in my hypothetical example trying to figure out what to do. Do the same for us.

Margarita Reed, 1595 Carriage Rd., said my parents built a house on Carriage Road in 1971. I took horseback riding lessons. This is exactly what Ms. Stoll said. This is a neighborhood. My family has owned our house since. My sister owns the house now. I live there also. To see the changes is devastating. I was so shocked at the traffic. As children, we would sit in the middle of the road with our neighbors. We could sit there for 2 hours and not a single car come down the road. Now, even I, who is healthy enough to walk across the street, has to stand and wait. People speed on Carriage Road and hit the speed bumps. There are still a lot of original owners living here. Just getting to our mailboxes is dangerous. This development will add more to the traffic. A great deal more. The only thing I agree with on this project is the roundabout. It is the only good thing about this. I won't even go towards Powell. I go up to 23 for everything. It is just too difficult to go out on Liberty Road. I have a dog I can't even walk around the neighborhood because I fear we will be hit. This has been a neighborhood which has had large lots. This neighborhood was the first real neighborhood in the area, even before the Retreat.

Erin Thorn, 1801 Carriage Rd., said my husband and I moved to Carriage Road about a year ago. We picked this area specifically for the large lots, a more relaxed feel, to be closer to the city without being in the city. We didn't want to deal with all of the traffic we had to deal with when we lived closer to the intersection of Smoky Row and Hard Road. To see this plan come up a year after we just moved here is devastating. I feel property values will decrease. Traffic is going to exponentially increase. We don't walk on Carriage Road. I don't let my kids go near the front yard. We have tried many things over the years to get the speed controlled. To hear someone say they don't want the new people in this development to not have to travel by car but be able to walk is laughable. There is no way anyone will be able to walk out there and down Carriage Road and across the street. People go from 25 to 65 MPH. My kids will go to the schools on Liberty Road. I can only imagine that it will take us up to an hour to get the kids to school. This isn't why we moved to Carriage Road. This is what we moved away from. I would hate to see something we have come to love so much become just like every other part of every other place. We moved someplace special. This development will destroy this.

Chuck Klein, 2120 Carriage Rd., said we have lived here 33 years. It is home and we really don't want it to change. I understand cities have strong strategic annexation plans and it is good for them financially. This wouldn't go through if it was next to the City of Powell. It clearly doesn't meet the requirements of the Township and their zoning plans. You have heard from many of my neighbors. We really don't like this idea. It's bad for us in many different ways. Traffic in particular is bad. Getting out of my own driveway is getting to be a problem. It isn't just traffic at the corner, it's bad all the way down the road. I've been told there is an easement in the back of this property and as part of the deed restrictions, it is supposed to be preserved. I would like someone to look into whether this easement will be preserved. I believe the area is listed as a reserve part of the subdivision. I don't know what this means legally. Does the subdivision have to release the property? I'm assuming city sewers will go in. Will this put pressure on other residents to join this?

Steve Woods, 2015 Carriage Rd., said you heard from my wife. I think this is laughable when you say retirees will live in here. Where are the retirees going to walk to? The fields, the school? Traffic is going to get worse. This will lower my property value. This will not be high end. I've seen stuff these guys put up. It looks like ****. It's small, little, crappy houses on a little, 52' wide lot, with a 40' wide house. You know what else is 40' wide. A double wide. Do you want a double wide in your neighborhood? I don't want one in mine. Go put it in yours. Vinyl siding. It's all going to be crap. It's going to **** everyone off in the neighborhood. And, we will remember it come election time.

Kevin Ricci, 2361 Carriage Rd., said my wife and I moved to Carriage Road about 4 years ago. Right after we moved in we realized people weren't very nice on the road. We had a Jeep pass us while we were going 25 MPH. The Jeep slammed on their brakes, brake checked us and messed with us the whole way back to our house. It gets to the point people tail us the whole time when we are just following the law. We won't drive home because we don't want the people to see where we live. Instead, we will drive to the end and turn around in The Woods of Powell. Sometimes, this is where these people live. I have a lot of these types of stories. One in particular, more recently, I was on my way to work. I was going down Carriage Road. Someone passed me. I caught up with the guy on 315. I work downtown. I asked the guy why he passed me. The guy said because you were going 25 MPH. I told him this is the speed limit. He said again that I was only going 25. All of you guys here, how many of you think of Carriage Road as a neighborhood? Do you think it's a neighborhood or do you think it's just like Rutherford? There is a difference between Rutherford Road and Carriage Road in the fact it is a country road with houses on it. My lot as well as everyone else's, is a plotted lot in a subdivision. Not just some random houses on a country road. I think this makes it a different situation than when you see other tracks of land being developed, like the Hyatts Road 60 acres. It emphasizes this is really a neighborhood. People say they don't like to walk on the road. I walk on the road. There is a sign which says I'm allowed to walk on the road. The way people treat us is awful. I don't see how this will help. The road was never designed to take the amount of traffic it is taking right now. The road is only 16' wide. It is being used as an east to west corridor, running through a neighborhood. It picks up the burden of Powell and Liberty Township, to cut through and it was never meant to be this way. Please, when you are making a decision about this property, please keep this in mind.

Tom Johnston, 2555 Carriage Rd., said the exit for the proposed development is directly in front of my property. I have concerns about the number of houses. My major concern is the traffic on Carriage. I realize it isn't your responsibility. It was the County that elected to turn a neighborhood road into a corridor east and west. They have avoided this in other developments they have allowed to occur. Our road was originally about 14' wide. We have lived here for 42 years. Because of the traffic on the road, the County elected to turn the shoulder area into pavement. There is a road 16' wide with no shoulders. The proposed 25 lots will add at least 50 more cars on Carriage. At least. Right now, traffic starts at the roundabout and goes to the next curve. Solid traffic to the west. The roundabout might solve it. It might not. A traffic study was done when they put the traffic tables in. At that time, there was 2,200 cars per day. I don't know if any traffic studies have been done since. I would guess there are 3,000 cars per day now. People go by our house going 60 MPH. If you elect to proceed, there needs to be consideration of Carriage Road. I'm sure this is a Township responsibility rather than the City's.

Art Siegesmund, 9267 Leith Drive, said I represent the Olentangy OPAL Committee. It's a trail committee. I represent the walkers and bicyclists in the area. I don't see a multi-use trail in the diagram. People have a hard time crossing Liberty Road. The roundabout will help a little bit. Ideally, you want trails along the east side of Liberty and the north side of Carriage. This will allow people to be able to get across the intersection. We have worked with the City of Powell and Liberty Township to get a multi-use trail on the west side of Liberty Road, going north and south. Having a crossing on Liberty Road would be beneficial. Maybe a tunnel underneath would be a good idea. Dublin has tunnels. Kids would have a safe route to the schools and to Liberty Park. I have biked Carriage Road for many years. It's getting harder and harder. It isn't safe anymore. The resident's concern with additional traffic is also my concern. The density is also a concern.

Bruce Adamczak, 1721 Wren Lane, said I am very concerned about the traffic that is going to be added. Wren happens to be a bypass where people go even faster to get around the slow people on Carriage. This will cause more people to travel on Wren. I don't like the density. If the lots stayed at an acre or 1.5 acres per house there would only be 5 or 6 houses. I would be perfectly happy with that. This will destroy Westchester. I am totally not for this.

Matthew Thorn, 1801 Carriage Rd., said my wife spoke earlier. We moved here about a year ago. We lived in a housing complex that was jam-packed. We had .38 acres. We didn't want to raise our kids that way. We chose this neighborhood and moved here because of the way it looks and the feel of the neighborhood. We have a lot of land. Everyone has space. There is a rural look but we are still close. You can't touch each other's houses. We don't want to be in the same type of area.

Becca Mount, 10482 Woodburn Dr., said I don't live on Carriage Road. I lived through the recent Jewett Road roundabout construction. I stood in this room and argued with the County Engineer about this roundabout. I said the 3-way stop was working fine. They said the roundabout would be better. I asked them to keep one lane open so we don't have to turn left off Jewett onto 315. It is very dangerous. They said no. I can tell you, I was wrong. He was right. The roundabout works lovely. I still don't think the 3-way stop was horrible. I certainly never waited in a line that was a mile long. I feel for the people who live on Carriage Road. I have 2 children. One is in college, one is at Liberty High School. I've driven up and down this street year after year. The traffic is bad. I would implore this Commission to think about infrastructure before development. If this is what the County says the roundabout will look like, go back and ask them if this is what every other roundabout looks like or are you just showing us a picture of what it might look like. Or, are you committed to putting the roundabout in. Unless the developer is committed to putting the roundabout in, you are looking at 25 more homes with roughly 10 trips per house or 250 more trips this corner could potentially see. I don't know how much leeway you have with the developers or the County. I beg you to make sure, before you approve any development on this corner, there is a commitment in writing that the infrastructure will happen. If it doesn't, it isn't fair. The intersection is already overloaded. It isn't fair to the residents who will buy in the new development either.

Nico Franano, 2855 Lexington Dr., said we have heard from a few folks this evening about traffic. Traffic counts have been shared at Liberty Township meetings. The most recent traffic count on Carriage Road is 3,000 trips per day. There are approximately 100 homes in the community. You would expect an organic count of 1,000 trips per day. They are already burdened with 3 times the count. As Ms. Mount alluded to, 25 homes will add another 250 trips a day. I have some personal experiences with the Jewett roundabout. We live south of the roundabout. We came to meetings about this roundabout. We gave the County Engineer voluminous information about our concerns. It was only in getting them to guarantee a traffic count for the intersection south of the Jewett roundabout after construction that they were able to put a Salisbury roundabout on their schedule. It will be 3 years, at the earliest, before this roundabout will be constructed. I wanted to echo Ms. Mount's point. The County Engineer has lots of roads and concerns within the county. While this is an important one, it isn't the burning, squeaking wheel which gets immediate attention. I encourage this Commission to communicate with the developer and with Staff to consider the possibility of making the roundabout a condition of the development. Have it installed to be able to approve this development. The cost would go up but it might speak to the feasibility of this project in this particular space. Adding to an already burdened intersection and road isn't in the best interest of the safety of the Township or City.

Tom Tacosik, 2111 Carriage Rd., said I'm a former Trustee of the Westchester HOA. If there is any question about the traffic and the studies which have been done, Westchester paid out of their pockets to have these studies done. If the Commission is interested in seeing the studies, the current Trustees would be happy to provide the information. We were very upset when double yellow lines were put on Carriage Road. You can go to any residential neighborhood in any city and won't see painted lines on the residential roads. This isn't a state highway. We have paid a lot of money out of our pockets to the Sheriff's Department to try and control the traffic. Our tax dollars go to this but we understand the Sheriff's Department has more things to do than just Carriage Road. We did pay out of our pockets to have officers patrol our road to try and get people to slow down. We've made a little bit of progress but this will add to the problem. I have many other issues with this project but traffic is the biggest thing that I would like the Commission to take into consideration.

Tim Drankwalter, 1765 Wren Lane, asked what would happen to the annexation if we gated off our community of Westchester, put a gate at each end and keep everybody out? Mr. Kambo said I'm not sure this is even possible. Commissioner Simpson said it's a public road. Chairman Emerick said Carriage Road is a public road, you can't do that. There were numerous comments in the audience (inaudible).

Ms. Stoll asked if she could ask a question. I have already spoken once. Chairman Emerick said yes. Ms. Stoll said I need to know where we are in the whole process. We are sort of assuming the City wants this parcel even though it is a piece of our neighborhood. Have you decided this parcel will be in Powell? Chairman Emerick said the Commission has decided nothing at this point. This is the first time the Commission has seen the plan. This is a time for the developer to present the concept, we get a lot of input and feedback from various sources. The developer takes this information back and if they decide to pursue, they come back before the Commission with more details. The Commission won't even be voting on this tonight. Ms. Stoll asked if it is proper to take a piece of a neighborhood and annex it? This is a part of our platted Westchester neighborhood. Chairman Emerick said it is up to the property owner. Ms. Stoll asked if a property owner can pull away from a deeded subdivision and go a direction of the City. Chairman Emerick said the property owner has certain rights by law to do certain things with their property. Ms. Stoll said we have tried to explain why this isn't acceptable in a development such as ours but I didn't know if it was the City's decision at this point. Thank you for my extra time.

Debbie Price, 1450 Carriage Rd., said I would encourage the Commission to not even consider this. You want to make sure what the City is annexing maintains their aesthetic values. If we keep it zoned FR-1 so the lots have to be the way they are, you would get 4 to 6 houses on the property. This probably wouldn't offend the City of Powell from an aesthetic perspective. I would also say the numbers don't make a lot of sense. If the max the City can come out ahead is \$3,800, but more than likely would lose money is simple math. Chairman Emerick said the Commission is obligated to consider any applicant that comes to us. Ms. Price said you can say no. Chairman Emerick said that is correct, we can say no.

Julie Thomas, 1233 Carriage Rd., said we have 5 acres on the opposite end of Carriage Road. What is the next step after this? I remember being in meetings which was a Sketch Plan Review for the property now being developed right in front of the school. It was a meadowland at the time and we all voiced concerns. We were all upset this 1 piece of land was going to developed for housing. We didn't hear anything else about the plan and then we saw the trees being cut down. At what point are we informed after this meeting? How do we stay involved and aware of what is happening? I don't want to turn around and see this happen and we have no other opportunity to speak about it. Mr. Kambo said the Sketch Plan Review, by Code, doesn't require us to send out notification. Knowing we wanted to notify residents of this plan, we did send out notifications. Postcards were sent to those living within 250' of the development. Numerous people in the audience spoke (inaudible). Mr. Kambo said there are 3 steps for a development plan to go through at Planning & Zoning; a Sketch Plan, a Preliminary Development Plan and then a Final Development Plan. We also post notices on our website. Mr. Kambo showed the audience on the overhead how to find development plan information on the City's website. Staff is also always willing to meet with any resident about any project. Our business cards are in the lobby. If this request continues through the process, there could be multiple Preliminary and Final Development Plan reviews. There doesn't just have to be one of each review. After a request finishes going through Planning & Zoning, a request goes before City Council. There would be 2 readings with City Council. All in all, there is a minimum of 5 public meetings.

Mr. Sarbaugh came to the podium a second time. When does the annexation happen? Is this a separate thing? And it goes to the County? Back to the City? Is the Township involved? Can someone explain the annexation process and at what stage this happens? Mr. Kambo said the review of a development plan and an annexation are typically 2 different processes which happen. Normally a developer will have the 2 processes happen concurrently so that when a development plan reaches City Council the annexation proposal is also at City Council. A development plan and an annexation would be at City Council together. The development plan request is reviewed as a Sketch Plan. It then progresses to a Preliminary Development Plan review and to a Final Development Plan review. The Final Development Plan is the ultimate review. Once reviewed and approved by the Planning & Zoning Commission, a Final Development Plan is sent to City Council. Once a development plan is approved the annexation is typically approved. It is very uncommon to have an annexation done in advance of a Final Development Plan being approved by both P&Z and City Council.

Commissioner Cooper said I know there is a man in the audience who wants to talk still. There are 2 properties to the east of this development, the Chrisman and Quillin properties, who didn't receive notices of this meeting today. There were comments in the audience (inaudible).

Carson Quillin, 2500 Carriage Rd., said my house is the 2nd house over from this development. Myself and Rob Chrisman, who owns the house right next to this property, and Jim across the street never received a notice about this meeting. We are right there beside this property. This is going to affect us. I had to find out about this via social media. Why weren't we notified when we are right on the property line? Mr. Kambo said we use the County's GIS data, using

a 250' buffer per Code, to send out postcards. We have been sending out postcards this way for decades. Chairman Emerick said the best source of information is to go to the City's website. The information is kept current online. Commissioner Little asked if we still publish in the Delaware Gazette. Mr. Kambo said no. It is important to us the residents are being kept informed. Resident's feedback is exceptionally important to the City. Mr. Kambo showed the audience, a second time, how to find information on the City's website. Mr. Kambo also showed the audience where legal/public notices are placed on the City's website. Mr. Kambo wrote out and enlarged the City's website address. If residents aren't able to pull up and view the development proposals online, the City's Planning & Zoning Clerk, Leilani Napier, would be more than happy to provide paper copies of information. Or, Dave Betz or I would be more than willing to provide any information. Our business cards in the lobby have our phone numbers and email addresses. There is a multitude of ways to find information. Commissioner Little asked where residents can find the Comprehensive Plan. Mr. Kambo showed the residents where to find the Comprehensive Plan online.

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

Commissioner Simpson said I'm really high on property rights and giving people the ability to sell their land for profit. This does have Liberty Road access which, like it or not, has become a major thoroughfare. Columbus is expected to grow by a million people by 2050 so I understand the need for more housing. The Township has made it clear they don't believe this area should be any kind of low density with the approval of the POD about 2 miles away with 1,300 units. I was all for the community across the street. I felt it was an extension of the Woods of Powell. Newer homes, access to the schools, the YMCA, more walkable, the people didn't have to cross Liberty Road and it didn't abut to properties. This development is abutting right next to properties and doesn't have the same feel as the development across the street. I'm not asking for acre home sites like some have mentioned however I do think something more like Morgan Place would be adequate for this site, with half acre home sites, .4 to .7 being more spacious. I know we have talked in the past about how these types of projects aren't really peak time traffic being focused more around retirees. But, it looks like the more retirees, the less economic benefit to the City. If we are going to go through with this request I want it to be the best it can be. I will disagree with the comments about this not being a quality product. I find very few builders to be of the quality of Romanelli & Hughes. Hardly do I consider the quality that of a double wide. The price points are going to be similar to many of the homes on Carriage Road, up in the \$450,000 to \$600,000 range. I would be hypocritical if I was to say bringing the road in off of Carriage Road wasn't a concern to me. I spoke about another community bringing 6 or 8 condos in off of Sawmill Road as opposed to Zion Drive because it didn't fit in with the community. Bringing 25 homes in off of Carriage Road is also a concern to me. Down the road I would love to see traffic reports. This is a community. This is evident by the speed bumps put in. They don't put speed bumps in on major roads. Adding 25 homes with cars will be a problem. Compared to Carriage Cove, we are about 20% more dense. I would like to see a better buffer off of lots 1 – 5 because these lots directly abut another property. Mounding along Carriage would be good. Walking paths should be planned. I don't think this project has the same feel as the property across Liberty Road. It will take a lot of work to get me there.

Commissioner Hartranft thanked everyone for coming to the meeting and giving input. This is just a Sketch Plan. The first time the Commission has looked at this and talked about it. A lot of things can change. We always try to take into account how the residents will be impacted, we look at traffic studies and how the community on a whole will be affected. We will look at who the developer will be. Commissioner Simpson hit on this a little in regards to Romanelli & Hughes and the quality of their work. Vinyl hasn't been used in Powell for 10 – 15 years at least. You don't need to worry about vinyl being put up. What is the ballpark price range for the product being built? Mr. Bradley said we haven't exactly nailed it down but I would say you only need to look at Verona to see. The last house bought in Verona went for \$665,000. I would invite anyone to go tour the houses. These aren't vinyl, cheap boxes. I also think there is more income involved in the people who are buying. It isn't always the person who is 80 years old buying. There are people whose kids have left for college 3 months ago, they are downsizing but don't want to go backwards in regards to quality. I dispute the income a little which has been assumed. There are also facts. I have a traffic study on the Village of Granville with 25 homes. It is stamped by Todd Stanhope with Smart Services who I believe is a credible engineer. The traffic is equivalent of a.m. peak traffic as 6 single-family homes. I'm not sure it's fair to penalize the person who goes last when the area is already dealing with 3,000 trips a day. Commissioner Hartranft said I'm not a big fan of the density but I know we can work on that, we can get to a good place. If there is a way to have the exit out onto Liberty Road it might be a little easier to help some of the concerns about Carriage Road. I would be open to this. I appreciate the applicant coming before P&Z. I know this hasn't been the most positive feedback meeting. There have been a lot of good comments. Keep in mind, as residents of Liberty Township, we, as Powell's Planning & Zoning, didn't go out and seek to annex this land. The request was brought to us. Some of the hostility which was presented to us or at us tonight probably wasn't the best way to present comments. We are hearing this request because it was presented to us. We aren't here to go out and grab land for the sake of grabbing land. Keep this in mind.

Commissioner Little said I also appreciate the residents coming out and expressing their input. We wish we had more of this. I'm all over the place on this request. I've been a resident of the community for 32 years. I used to ride a bicycle

about 2,500 miles a summer. This intersection and Carriage Road were one of my routes. I've had kids go to Liberty Middle School. I've coached all kinds of sports on those fields. I've seen how the traffic has changed. I completely understand. The entire time I have lived here I haven't considered myself a Powell resident or a Township resident. I've considered myself a Powell AND a Township resident. I've seen a lot of animosity over the years created between the City and the Township. I think we all live in the same neighborhood. This is frustrating to me. The City of Powell updated our Comprehensive Plan a few years ago. We hired the best people, the best traffic engineers to work on this plan. The plan did include looking north to Liberty Township. We also looked at what Union County is doing, what other Townships within Delaware County are doing. Regardless of this issue, I would encourage you to get involved in a bigger issue. Look at what the Comprehensive Plan tells you. More importantly, in the back of it, is a lot of empirical data. It tells you what is coming; it tells you traffic counts on Sawmill Parkway, on 315. You can't fathom these counts. The City tried to have a very controlled development plan to the north of the City to protect the City and the Township. We included putting mixed-use types of developments on corners such as Hyatts and Sawmill Parkway. Conceptually, if we can get people to shop a little closer to where they live, we don't have all of the traffic going into the City or Township. Shortly after, the Township did a POD, a Planned Overlay District, completely throwing out the City's planning, and I encourage you to look at what has been approved for the Hyatts and Sawmill Parkway corners. I have real mixed emotions. First of all, this development is different from what is across Liberty Road. But, I don't know whether to trust what the Township will do. I strongly encourage you to get involved in the bigger issue. We put a lot of time and effort into the Comprehensive Plan and the planning. A few years ago, the City proposed an east/west connector between 315 and Liberty Road which would have taken the pressure off of Carriage Road. The Township laughed at it. There is a lot of history behind what is going on in this area. There is a lot coming. Part of me is keep this in the Township, but then a part of me is I don't know what the Township will do, with the recent record of what has been approved at Hyatts Road. All of that traffic is coming. How do we protect the Township and the City? Looking at this request, what will the size of the homes be? Mr. Bradley said about 2,200 SF. Commissioner Little said \$450,000 to \$600,000 values. They aren't double wides. The roundabout plans exist with the Delaware County Engineer. Fixes at Seldom Seen and Liberty Road are already going in. But, a whole lot of traffic is coming from the north. If we move forward with this, the developer has to figure out what works for them versus what works for us. There's a little bit of a difference from the development across Liberty Road. This one is up against personal properties as opposed to a school. How we make this work from a density standpoint is important. The usual Powell requirements are bike paths, a good lighting plan, extensive landscaping along both the north and east sides of the property, work with the neighbors, a traffic study. We are listening to you. I've given you my personal quandary. Verizon put that building on Sawmill Parkway. They came before P&Z first. We demanded too much. They got what they wanted from the Township. It's a terrible looking building. Let's figure out who our overall representatives are and how we work as one big community. Let's not make this a Powell versus Liberty Township argument. We are one community.

Commissioner Cooper said I also have some mixed feelings about this request, particularly when talking about Liberty Township being able to do what they want with this property if we don't move forward with this or something similar to this. I agree this request doesn't fit with the property across the street, in front of the school. This is different. I wouldn't want this in my neighborhood if I was on Carriage Road. I have to differ with Commissioner Hartranft. I do see a lot of positive comments out there. They positively don't like this.

Commissioner Boysko said a lot has been said. I agree with Commissioner Little's comments in every sense. If the applicant decides to come back there are some things which need to be addressed. Density is one thing. The impact the development will have on the schools. It will be important to identify whether this will be an age-restricted community or not. Identify what mix the development would be so we have a good sense of what the figures will be. Information on amenities such as landscape buffers and access to Liberty Road will be important to see. I still believe good developments can help solve problems. It is unfair to say this development is creating problems. The problem with traffic has been around for years. You all know this. This development isn't the problem. A new, good development can contribute to solving some of the problems. The one lady mentioned being a disbeliever in the roundabout. I was too. I live in the area of Jewett. Until I saw the roundabout and I experienced it. I see the benefit the roundabout has. There is some merit to developments contributing to off-site improvements. I say contribute to it. Not solely fund it. It is inappropriate for this development to solely fund the roundabout when they aren't the source of the problem. There is some merit to having the developer contribute to it. The point of what comes first, the infrastructure or the development was a good point. This is a great question. Without this development would we have the roundabout? I have a sense you wouldn't see any improvements if it weren't for either one of these developments. I agree this is a very difficult intersection and a very difficult area. It has been an ongoing problem. I am overly optimistic that if we all work together we can solve some of the problems and create a better community.

Chairman Emerick said I, like Commissioner Little, have been around for a number of years. I have been through a lot of these battles and discussions. I also have mixed emotions about this project. I think it is different from what we approved across the street. I think the developer has some definite challenges to look at as they evaluate what to do next. Traffic is a major issue. Density is an issue. How the project fits with the surrounding area is an issue. Just to name a few. All we can do at this point is look back to the applicant. The applicant has heard the residents speak.

You know what you need to look at as a developer. Thank you for coming tonight and if you have additional questions Mr. Kambo can answer questions after we have adjourned.

OTHER COMMISSION BUSINESS

Mr. Kambo said Staff is still researching the pool cover versus fence issue. We have had other items take precedent but we are still continuing our research. Commissioner Simpson said Liberty Township has turned this down. Mr. Kambo said we will do more research and come back before the Commission.

ADJOURNMENT

MOTION: Chairman Emerick moved at 8:55 p.m. to adjourn the meeting. By unanimous consent, the meeting was adjourned.

DATE MINUTES APPROVED:

Donald Emerick
Chairman

Date

Leilani Napier
Planning & Zoning Clerk

Date