



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

Shawn Boysko

Ed Cooper

Shaun Simpson

Elizabeth Bailik

MEETING MINUTES February 12, 2020

Chairman Emerick called a meeting of the Powell Planning & Zoning Commission to order on Wednesday, February 12, 2020 at 7:03 p.m. Commissioners present included Donald Emerick, Elizabeth Bailik, Shawn Boysko, Ed Cooper, Trent Hartranft, Bill Little and Shaun Simpson. Also, present were Dave Betz, Director of Development, Rocky Kambo, Assistant Director of Development; Karen J. Mitchell, City Clerk; Pam Friend, Planning & Zoning Clerk and interested parties.

OATH OF OFFICE:

City Clerk, Karen Mitchell gave the Oath of Office to reappointed member Bill Little and newly appointed member Elizabeth Bailik.

STAFF ITEMS

Dave Betz stated there were no staff items.

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 Ed Cooper moved to approve the minutes of January 29, 2020. Commissioner Trent Hartranft seconded the motion. By unanimous consent of all Commission members present, the minutes approved as written.

STAFF REPORT (Exhibit 1)

MINOR AMENDMENT TO APPROVED DEVELOPMENT PLAN

Applicant: Nancy Radke
Location: 3488 Seldom Seen Road
Existing Zoning: (PC) Planned Commercial District
Request: To review an amendment to allow CVS to replace existing signs.

Nancy Radke – PR Signs and Service, LLC – representing CVS Pharmacy: They are updating the logo and reducing the signage by about 90 square feet in total. They will take down old signs and replace them with a new updated heart logo plus the CVS name with updated font. They are taking down the beauty sign on the north elevation. Most of the directional signs will remain. They are only changing the wall panels and getting rid of the message board on the monument sign, replacing them with a couple white panels that say pharmacy and minute clinic.

Mr. Betz – Director of Development – City of Powell: The Planning & Zoning Commission did look at a master sign plan previously, as well as an updated sign plan and approved the current signage. The proposed plan is lessening the amount of square footage and removing the electronic message board, which has not been working for the past year. So with that and the fact that it is cleaning up the look including all one color instead of two, reducing the number of signs and making it smaller we do not see a problem with this request and approval.

Commissioner Cooper: Since they are getting rid of the electronic message board and reducing the signs, I have no problem approving.

Commissioner Bailik: I have no objection with the proposal.

Commissioner Boysko: I agree with the proposal, just clarification on the monument sign. Are there rotted out letters that are pushed through or is it an opaque panel with illuminated letters?

Ms. Radke: It is just a plain panel, which will fit the exact same space as the electronic message board.

Commissioner Simpson: Cleaner, smaller, better.

Commissioner Hartranft: I like it as well. It cleans it up and gives it a fresh look. Are the panels on the drive-thru going to be the same wattage or are they changing?

Ms. Radke: They will be the same wattage with updated LED lights and be uniform.

Commissioner Little: I totally agree it is an improvement and getting rid of the rolling sign is important to any property we have in town.

Commissioner Emerick: One question I have is on the north elevation where you are leaving a blank white sign, is there any reason it cannot be taken down because I think it looks a little odd?

Ms. Radke: It is just an aluminum panel so I can certainly tell them you would like it taken down.

Mr. Betz: You will need to seal and patch any holes.

MOTION: Commissioner Little moved to approve the Minor Amendment to the Development Plan for the property located at 3488 Seldom Seen Road, as represented by Nancy Radke, to allow CVS to replace existing signs subject to the following conditions: 1. Work with staff to consider how to best eliminate the proposed blank signage section. Commissioner Cooper seconded the motion. By unanimous consent of all Commission members present, the minutes approved as written

Vote: Y – 7 N – 0

PRELIMINARY DEVELOPMENT 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 plan to annex land into the City of Powell for a single-family subdivision of twenty-three (23) lots on approximately 7.72 acres.

Gary Smith G2 Planning & Design – on behalf of Camber Company, LLC & 3 Pillar Homes: The project in front of you this evening is similar to the project I brought you last year, which is directly across the street and known as Carriage Cove. This is a high quality project aimed at empty nester adults similar to what Romanelli & Hughes is building across the street. These are folks coming out of a single-family home, they have raised their children and want to stay in the community but are looking for a home with no stairs, no maintenance. They also have a lot of discretionary money and equity in the home they are leaving. This community really is going to reflect that buyer, which is not looking for a big backyard that allows playsets. They are looking for high quality interior spaces with first floor masters. There were questions in the staff report regarding an upstairs component; these are all ranch floor plans with finished basements. If there were any upstairs bonus rooms, that option would be a bedroom, office or guest bedroom. There was also comments from staff about the concerns over whether or not these will attract families because of the school district and there are two reason these do not attract families. One, in addition to the items I mentioned earlier they are small homes with first floor masters. The deed restrictions will not allow for things that would be attractive to a family. Two, if you are a family looking for a home in Powell, have a half a million or more that it would take to by one of these homes; you have other options to be in the school district. You might be able to make an argument if these were one of the cheaper options in town, but these are not going to be the cheaper options. This is (23) single-family lots, detached empty nester condos. We have left a lot of space around the perimeter for landscaping and buffering, especially along Liberty, Carriage Road and to the east. We have included a typical mailbox kiosk, which is something that the Post Office will weigh in on in the design and location. We will have more details in the Final Development Plan. There are many images in here from an architectural standpoint. We think that the vernacular presented by the architect is very attractive and unique, setting itself apart from what Romanelli & Hughes are building across the street. We have reviewed staff comments in terms of bike paths. We are certainly willing to extend the bike path along Carriage.

I would like to talk about whether the bike path would need to be on both sides of Liberty or does it make sense to only have the path on the school side. We are very happy with the input we have received from staff and I think it has made this a better project. The package you have before you is very detailed and I know others want to speak, but we are happy to answer any questions you may have on the project.

Mr. Betz: I think they have made a good presentation and it is accurate in what they have described from the standpoint of their proposal. Since the sketch plan, the applicant has reduced the number of lots by two, increased the green space and relocated the access street coming into the subdivision on Carriage Road, coming in more to the west. The process of our development plan review is for the applicant to file for annexation, which they have not done yet, but we would expect them to do that following this process. As you make your approval of the preliminary development plan, you would condition it upon filing of the annexation prior to review of the final development plan, because it will take time and we would want it to coincide with the final development plan review. The proposal is in the northeast quadrant of Carriage and Liberty with the Romanelli & Hughes development, Powell North Subdivision, Elementary & Middle school and the YMCA to the west. On the east side, there is the older West Chester subdivision with larger lots on Carriage Road that goes all the way to 315. Carriage Road has historically had cut through traffic even before any of the development to the north within Liberty Township. There is connectivity between 315 and Liberty in the subdivision to the north, but they laid it out in such a circuitous manner, that it is not helpful. Years ago when the subdivision was being examined we recommended a parkway type road be built to help relieve the issues on Carriage Road, however that was not done and Carriage Road remains a cut through between Powell Road and Home Road, hence the need for the township installing the speed tables along Carriage Road. Are we increasing traffic on Carriage Road with this development? Yes, this is going to happen in a manner with a single-family development, however, the single-family development as proposed will provide for much less than the same number of units with a typical single-family housing development on larger lots. With regard to the existing use, it also had traffic with people coming to and from the site for riding lessons. We feel that there will be slightly increased traffic from the current use to the proposed use; however, from an impact standpoint it is much less than what it could be with other uses. We reviewed the annexation of this project from an economic standpoint and ran it through our model. With 50% of the project being those that may have retirement income and 50% having employment income, we found it to be economically positive whether public or private streets with income tax coming into the City. If this property is to annex, the County Engineers have mentioned that they will still review the access point on to Carriage Road from the proposed road, as well as at looking at right-of-way needed for a possible roundabout at Carriage and Liberty. We talked about the roundabout when discussing the development of the northwest track and the county via emails, provided us the design we are utilizing to look at the right-away needs with this new development. In determining where the retention pond is located, we still need to look specifically at the design and what kind of barriers, might be needed, in order to create a safe environment for those utilizing the roundabout. The County Engineer has not put this on their capital plan yet, however, they are indicating it would be about a five-year process in regards to funding and they do expect there would be participation by the City of Powell and/or Liberty Township depending on how much jurisdiction is involved. When the project on the west side of Liberty Road came through we did add to the right-of-way there and approved by the County Engineer for roundabout purposes and there would be enough right-of-way for a turn signal if that ends up being the case. The preliminary analysis looking at the utilities provisions is that utilities are available for this project. All the storm water will be running to the corner retention area and there will be freeboard provided for the storm water control per our regulations, which are as good as or stricter, than the county. The storm water would come through an outlet and run into a circuitous steep stream. We met with the property owner nearest the development regarding erosion issues on their bank, each individual is responsible for controlling how erosion happens on their property, however, we would control under our regulations what we control with regards to storm water retention. If you look at the existing rooftops, which equal about 16 homes, then add the streets I think we will easily be able to control the retention in the area of the plan the builder has shown. The issue our City Engineer would have is there is not enough information provided at this time to look at the size and capacity, so that would go on to the final development plan and may need to be adjusted. The density of the proposal is now down under three units per acre. In our code, we do have our single-family go up to 1.7 units per acre. We do recommend there be a pathway put in for residents to access public spaces on the west side of Liberty, the public path going up and down Liberty Road and connectivity to the schools and YMCA. With further development heading north off Carriage, pathways could be added as property is developed. In regards to architecture, we have the Architectural Advisor here to comment. We would like to see with the houses backing up to Carriage and Liberty that those houses might be designed for the back porches to look like a front porch. Overall, I think there are some conditions in our staff report that need addressed in the final development plan application and make sure the annexation petition gets filed prior to the final development plan being submitted.

Steve Reynolds, Shyft Collective, Architectural Advisor: First off thank you for this package, I think it is a great comprehensive look at what can be put on this corner. We have walked through several of three Pillar Homes and it is a quality product when you talk about four-sided architecture. If you take a drive through Evans Farms you will see some great examples of the four-sided architecture, such as porches on the back that appear to be the front, he does not turn his back on various side streets or alleys.

Again, a great product from a great builder and designer for this location. Addressing the comments as to what is the level of attractiveness to an empty nester or someone with children, knowing his product and the quality of homes, I have a hard time thinking that nobody would want to buy it even if they do have kids. We would like to know what the lot coverage is, right now, it just says 50% or less, as well as what is the treatment of the backyard whether it is a fence or greenery. Once we have some understanding of what the back elevation of the home might be and how they are sighted, I think this could probably come together. Obviously, the corner with the roundabout will take some further review upon a final approval and us knowing what the County Engineer is planning for the roundabout. Also looking at what the City Engineer may be recommending for the turn lanes and curb cut. There is information about the lighting, my assumption is that this is for the sign, but my question is about exactly where those will be. As far as the series of elevations, we have a couple of general comments, as there are many details in a very small area. I would not mind seeing some of these things simplified, specifically the garage doors, it seems like there is a lot of detail going on when the garage door makes up a large portion of the façade. I would not mind seeing that simplified to get away from competing elements. We would like to see the cupolas varied, there are some large roof spans and you could take it off the secondary mass in a couple places and put on the larger masses to vary the neighborhood. On some of the elevations, if we have some seam board and batten, maybe just planning vertical and horizontal elements so that they do not appear conflicting. The faux barn door shows up a couple times and for me personally, I would like to see authenticity in our elements so if there is a way to have it actually be a real window in lieu of a faux barn door. There are also some simple scale based comments to how the roofs may extend as it relates to the end of the porch. I know this is not in the downtown area, but curious about the thoughts on the shutters and hardware, making sure we understand those details. There were a couple places where I am not sure about the window placement in relation to the floor height and the porch. It feels like they could be higher or perhaps combined with the peak dormer or the bonus room. Again, I think in generality most of our comments on these elevations we will flush out further, once we get to the next round being able to see some of the materiality, color pallet and understanding the four-sided architecture.

Commissioner Emerick: We will open the floor for public comments.

Terry Leach 1515 Carriage Road, Liberty Township: I am a new neighbor to Powell, Liberty Township, glad to be here. The only reason I came here was the uniqueness of Carriage Road, my wife accidently found it. This is like a punch to the gut, I am like what did I do, why did I come here? I know these people need to make money, so does the City. I have some issues with traffic; our biggest fight on Carriage Road is traffic. The young man over there said it a couple times; everybody knows it is a cut through. The county did not do a good job, the state did not do a good job, and the City did not do a good job with their east-west routes. The only reason I know that is I spent 15 years with ODOT, so I know a little bit about traffic, but being a cut through road into a neighborhood like Carriage is just phenomenal, it is just unheard of. They have done everything possible to get traffic slowed down. The speed used to be 45 now it is 25. They put the speed tables in and there is enough signs to illuminate it better than 315. The township did a better job than the state did on 315 as far as I am concerned. This is going to have a profound effect on the neighborhood; collectively it could be a good thing. I have a neighbor right here and she is saying pathway, you are going to put in a crosswalk to get my kids to school. They cannot even walk to school and she lives on the corner. Nobody seems to worry about that, but now that we have a housing development coming in let us put pathways in, get crossings, let us do other things. Well if we are going to go that route and if it gets annexed, because I know the county, I know the City and I know Liberty Township it is like a tri-corner where everybody has a vested interest, but who wants to bite the biggest bullet. These people are paying the bill so why not, I would do it too. Powell needs development; township needs development, you cannot stop it. That is ok but old "guys" like me, tough shit, took a wrong turn should have gone down the road a little bit further and stayed out in the woods. However, in order to see this thing go through, I am worried about the traffic. They put a traffic study in here, now it is fictitious, because it is a study on a similar neighborhood. It is a very nice neighborhood by the way, the Villas over there off West Case very nice. Guess what the stop sign at Riverside and the stop sign on other end to get to Sawmill. You guys sit here going who is going to pay for that stop sign, is the county going to allow it, who has the jurisdiction. You can go on and on but we are worried about this traffic situation. Today it took me almost 30 minutes because there was an accident on Jewett; somebody flipped a car. God forbid I hope they are ok, 315 was at a standstill. What is ODOT doing? Split off, where they going to go? Carriage Road, why not! I pulled out of the driveway and I am bumper to bumper to get all the way to Liberty Road. People have to get to where they are going and I understand that, but please do a real traffic study. Can we get out there and actually count the cars that actually cut through the neighborhood. They are not part of the neighborhood, they do not even think of us as a neighborhood, just the fastest way to get to 315. So, can we do a real traffic study and then why is the access coming out on Carriage Road anyway? I know why, between the county, remember I said the three? The county is going to limit the access to Liberty; you people are going to limit the access to Liberty because you have a stake to do that, least resistance right? Put them on Carriage; let them come out on Carriage. The traffic study also brought back from the horse farmer that 15 students are coming in and out of here. It does not say anything about the two children per car; just 15 students so it makes it look like 15 cars were coming in and out of there when in all reality it might have been half of that. I went over on West Case at their peak time and I count six cars coming in and out of there from 3:00 to 3:15.

The study does not reflect that, so I cannot emphasize enough if we are going to do this what is the real traffic impact going to have on that road and Liberty too. Is the county going to reduce that speed from 45 down? I would hope they would eventually get to that point. I will keep pushing them to do that. We are going to increase the traffic by 23 cars, 23 friends, and 16 grandchildren because it is empty nesters, so these numbers do not reflect these additional vehicles. Please, what I am asking, I will say it the last time, a real traffic study. If you people want me to do it, I will do it; I have a lot of experience doing traffic studies. I will put the strips down; I will put the counters down. I will do whatever you need me to do and bring you back reality. Crosswalks, pathways everything we have asked to have put in when the schools went in, nope cannot do it, traffic light, nope cannot do it. Now all of the sudden we can do it. Think about the dynamics of the neighborhood. I will say it again, I moved to the neighborhood because it was unique, every house is different. You went to the parade of homes last year. These little crackerjack boxes are right on top of each other. Families are in these houses because they do not have time to landscape, their kids are in different types of sports, they want to get out and enjoy life. It is a great marketing tool and these people did a great job, but is it going to draw empty nesters? I am doing everything I can to keep myself above board and saving as much money as I retired on. I just do not see it. Powell draws a unique individual and family. It is a great community. If I were a family with little kids, I would move into one of these units in a heartbeat. I would have it made; I could golf more, go to the club more and take my kids out to a ball game. It is very enduring and powerful to me. I like this. It is nice. That it is all I have.

Commissioner Emerick: I will remind you that we do have a 3-minute time limit on public comments.

Mark DiPiero 2615 Carriage Road, Liberty Township: I live right across the street from the horse farm. I met with Mr. Betz and Mr. Kambo last week to talk about the drainage issues happening and the extreme erosion. Mr. Betz is going to put me in touch with the City Engineer so I will talk to him about that as we go forward. Everything Terry said I would like to echo and talk about the limited number of vehicles that are generated by the farcical traffic study. The existing numbers provided by the current owner of this property are laughable. There are may be two cars in and out every day. One more car coming out of this development especially in the evening is going to be detrimental to my getting out of my driveway and everybody getting out on to Liberty Road. Everyday there is a backup trying to get to the school. About two weeks ago, right on the corner there was an accident. A car had flipped over; it would be sitting in that pond today because of a high-speed northbound driver and someone making a left turn on Liberty. They would have drowned if it were there today. I know time is limited, but when I introduced myself; I said I live in Powell, Ohio; we all live in Powell Ohio. You may not think so, you may not care about us, we are not constituents, we do not vote in Powell but we do spend our money here. We consider ourselves Powell residents and this development does not fit with two-acre lots and you are plopping in a small subdivision in the middle of the country. That is not why we moved to Powell, whether you want to call it Liberty Township or Powell, we live in Powell. Terry moved here because his wife thought it was the country and that is the same reason I moved here 8 years ago because my wife saw it. We feel like we are in the country. I know it is probably going to move forward but I would like you to consider drastically reducing the density. At the end of the last meeting you asked the developer to reduce the density and they did it by (2) out of necessity because they had to move the driveway over and had to put screening on the east side for houses 1 thru 5. It is not a good faith effort. If it were (10) then it might be worth it, but then it gets into the precious money the City might make.

Keith Sarbaugh 2380 Carriage Road, Liberty Township: I am about five house down from the horse farm on the south side and there are five houses on my private drive, all of the houses are at least two acres. I would like to point out in all of the stuff I have heard from the staff and the architectural consultant about how wonderful this development is for the City of Powell and how wonderful this builder is. What I have not heard one single word about is how this affects the existing residents living right across the street or the five houses to the east. I would not want to be that house and I can tell you right now they will annex right behind it and my neighbor has four acres setting behind them and they are going to annex that and it is going to be in my backyard. I do not want this in my backyard, I moved to Carriage Road eight years ago for the same reason that we heard the last time we were here because it has a country feel. Every house, all 100+ are unique. I do not know how many floor plans they are going to have in this proposed development but I do not believe 23, it will probably be five different plans. I believe the job of a Planning and Zoning Commission is to look at how a proposed development fits into what is already there and 23 lots on less than seven acres does not fit the existing look and feel of the neighborhood. I do not care if you built the best gas station on that corner or if it is what I call a cornfield house it still does not fit the neighborhood. At the last meeting, the board asked them to reduce the density. They have reduced it by about 8%. To echo my neighbor it is a laughable and not showing a good faith effort to fit the neighborhood.

Amy Woods 2015 Carriage Road, Liberty Township: I am right in the middle of Carriage. I would respectfully also ask that I be given time to speak on behalf of my neighbor Amy who had to leave to pick up her children, so I would ask for part of her 3 minutes please. I moved to this road just 15 months ago for all of the reasons that my neighbors stated. We chose this street because the houses are unique and have large lots. My husband is not here tonight because this sickens him more than he can stand to be in the room or I can stand to be with him in the room.

I am imploring you to help save our marriage by not allowing this to move forward as proposed. Here is why, to speak on my neighbor Amy's behalf on the traffic. Her driveway is almost directly across from the horse farm, right on the end of the corner. With an Amazon truck turning left, I was the sixth car in a line of traffic backed up to turn because you cannot make a left on to Liberty at peak hours and there were four cars in front of me that turned into Amy's driveway and not in a nice way. Zoomed in, zoomed out not looking for her kids or paying any attention. With this access coming onto Carriage Road I was sitting right where that would be so even with one car as we stated that will not be helpful to a traffic pattern that is what we observed. Pam Friend, Planning & Zoning Clerk knows I was here at about 6:20 p.m. because I was not at all confident I could make it the two miles to my home and back here because of the traffic getting in and out of Carriage Road. I spent a lovely 45 minutes in your lobby, which was nice, thank you for having the doors open and confirming the meeting was happening. Some specific questions, I know at the last meeting you all were gracious in hearing all our comments and asked the developers to consider some of the comments and consider the comments from the board. I can tell you as we look at the new revised plan, yes there are two fewer houses, but there is no change to the road. What we notice is the addition of shrubbery, the roundabout is no longer there, and we appreciate the honesty of not displaying a roundabout where one is not actually in the plan. We have not seen responsiveness to the concerns from the last meeting. I think the question I would have is that we would appreciate understanding the process from here because it does not feel like as a Liberty Township resident we understand how to affect a development. I would ask you to respond to the annexation process, I know we have confusion about what happens from here. Clearly, the presentation sounded to us like this is moving forward and it is a foregone conclusion. Could you briefly address how this goes and what the annexation process is and how do we continue to be involved in that process.

Commissioner Emerick: David do you want to go ahead and answer?

Mr. Betz: The property owners would need to submit a petition to the County Commissioners to annex the property into the City of Powell. It has to be an expedited type 2 annexation under Ohio law, which means there needs to be at least 5% contiguity of the land to a current municipal boundary, which to the west side there is. Under the cooperative economic development agreement between Liberty Township and Powell if a property owner wishes to annex into Powell south of Home Road using the expedited type 2 application, which is what they are required to do, then that property will automatically be approved by the Commissioners to be annexed into Powell. City Council would then have to adopt an ordinance in order to annex it into Powell. If City Council decides that any annexation is not something that the City would like to see happen then they can deny the annexation. The property owner under Ohio Law has the right to put their property where they wish in a municipality. If it were following the annexation laws, City Council would have to have some very compelling reasons not to allow it. The trustees are not able to do anything to harm the annexation of that property coming into Powell under the cooperative economic development agreement that currently exists between Liberty Township and the City of Powell.

Chuck Klein 2120 Carriage Road, Liberty Township: We are a little bit east of this but we see all the traffic when we are trying to get onto Liberty Road. I am not worried about the shutters or the haylofts on these. In fact, it is going to be Carriage Farms so maybe they should all have haylofts. What we are worried about is the traffic issue and you have to think about the traffic not as we see it now, which is certainly bad enough, but with the approval of the property across Liberty that is going to create a lot more traffic even before this one gets approval. If you look on the map on the north side there is more expansion into even more development, which the City can annex. All of that will come out on Carriage because as a previous speaker pointed out, people are reluctant to allow any access to Liberty where we will not bottle up Carriage. In terms of the balance between houses being for empty nesters, remember these lots were made smaller to try to sell to them, however, when you say this is not as bad as a family, these are squeezed together so you have increased the density to compensate against that so it is not a balance to help out here. In five years, they may put in a circle, so we are not going to get any immediate relief in a long time. The last thing I have is actually a question on the handout it says 2630 Carriage Road and 8061 Liberty Road; there is no driveway at 8061 Liberty Road.

Mr. Betz: The Liberty Road address is the house and then the barn is the Carriage Road property, so annexation is for both parcels.

Matt Taylor 2231 Carriage Road, Liberty Township: I have three daughters and my family moved to Carriage Road about two years ago. Everybody I know loves Carriage Road – “oh you live on Carriage Road, I love Carriage Road”. How do you know Carriage Road – “that is the way I go to my kids soccer practice, every day”. I have two girls that play travel soccer and I could put them out at the curb to get them picked up by half their team because that is the crux of this community. If Carriage Road were shut-off tomorrow, Powell would have a serious problem because they have no crux or outlet. Carriage has become that outlet and we have chosen a strategy to densify without having the infrastructure to support it. In my mind that is backwards, you need to have the infrastructure to support the densification. This is one lot in our community. Is this a farmer's retirement plan? They cannot even look the homeowners in the eye. They make their money then are gone and we as a community stay here.

What is the answer and what is the strategy going forward? Traffic has always been an issue and we have continued to add homes, continued to densify our tax base but we have not solved the problem. This is just one issue and we have to have a strategy as a community.

Anita Laterro 2070 Carriage Road, Liberty Township: I am a 34 year resident of Carriage and was at the October meeting as well. I just want to ditto everything said tonight from the other residents. I want to tell you that when I bought my home I could put my children in a wagon and take them down the street. I am an active recently retired person who intends to stay here and it is horrifying to me that I cannot get my mail out of the mailbox without being concerned someone is going to run me down. If I am driving 25 miles an hour, with a load of people behind me, I get the finger when I turn into my driveway or get "FU" screamed at me and people are honking the horn. We have speed tables and signage pollution; nothing is going to stop it because unfortunately there is no place for people to go but Carriage Road. I do not think you can look at this development with this kind of density, without adding the twelve homes right across the way. This is a 36 home disaster waiting to happen and I just implore you to listen to the residents that are living through this every day. The accident that one of my neighbors described earlier, I happened upon, it was horrific, and it is surprising to me that it has not happened before. Where my home is there is the big dip in the road, people come up that road, teenagers, people that are just not paying attention, texting, and you cannot be near the end of your driveway. For someone like me who this is my primary investment, I am an empty nester and I cannot imagine living in some little home. I am looking forward to the opportunity to enjoy this time and be a good member of this community. I have seen so many developers come and promise a piece of a bike path that is not going to help with the major issues. Please think about this when you make your decision from the perspective of all of us that have invested in a neighborhood, not just a road, to be part of our larger community.

Candyce Michael 2525 Carriage Road, Liberty Township: I am right across the street from the horse farm. The current horse farm driveway lines up with my driveway. There are many days it is horrific for me to get out even in the morning with the traffic going to the school. We have a huge problem with buses and parents driving their kids to school. They back up the entire Carriage Road where Wyandot Run is and back up Liberty Road. There are many mornings when I am going to turn left onto Liberty and I can barely get out of my driveway. There are parents sitting at the corner blocking the road because they have to go forward to get into Wyandot and there is nowhere for them to go. The traffic is horrific the later part of the day. If I do not leave at a certain hour, I know I am never going to get off the street at a decent time. I have to plan an extra 20 minutes to go from five driveways to the end of the street to Liberty just to turn. I just want to reiterate everything my neighbors have said. This traffic study is not real. I see it every day; I see the traffic and now with all these big trucks with home deliveries is adding to the traffic. I cannot imagine all of these houses in the area. It definitely needs to be less, if it is going to go on, which it sounds like it probably will. I just ask for more studies and you keep all of us up to date with what is going to happen.

Nico Franano 2855 Lexington Drive, Liberty Township: I want to thank you for the opportunity to come before the Planning & Zoning Commission this evening to speak to this project. I have a few concerns as a member of the greater Powell community as the folks on Carriage remain in Liberty Township, but still feel part of the City of Powell. First, I would like to point to the Powell Development Plan that Mr. Betz and Mr. Kambo brought in a consultant to present about a year ago. It definitely spoke to the need for a variety of housing stock in Powell. It definitely spoke to the need for houses of this size. The point Mr. Betz left out is that houses of this size need to come in at about \$150 per square foot to be starter homes for the community to have all the generations of housing necessary for our community to thrive. At the most generous pricing of \$500,000 for about 1800 square feet for their largest model this stock comes in at \$275 per square foot; this does not at all meet part of the Powell Development Plan for housing stock of this size. Second, I would like to address traffic, which has been a common theme this evening. The planners made a fatal error in preparing the traffic study, as they know they cannot legally only market to empty nesters. It is important to always from a City Regional Planning standpoint consider the worst case scenario for traffic and that would be families with kids with a typical ten trips per unit traffic count in and out of a neighborhood. They have not done that and I think it is an important edit when you consider the impact to traffic. The last traffic study for Carriage was about eight years ago. It showed three times organic traffic count because of the cut through all these neighbors have presented to you this evening. They should experience about one thousand cars per day. They experience about three thousand per day and that was before the Amazon traffic. The other thing that I would mention is that the traffic mediation is going to be in place after the problems. I think there needs to be serious consideration about the timing of a project in relation to a roundabout at the intersection, as well as cost sharing and how that is paid. However, adding to the problem before starting to address the issue is ill conceived. The density, even with the reduction of two lots is at 2.97 units per acre. If Powell zoning code would call for about 1.7 units per acre that would be about 13 units in this development or even two units per acre that would be about 15 units. I think that would be a more reasonable approach to a community of this size given the size of the residential neighborhood it is going into. I would ask you to consider further reduction of density. The architects report makes note that there are no basement floor plans or second floor plans in this preliminary development report. I think that an important piece for the Planning and Zoning Commission is for your review to offer any adjustments to occur before the applicant comes back to you for a final approval. Not having that in place is frankly, not a complete report.

I would ask the Commission to postpone preliminary development approval at this meeting and allow the applicant to present a revised and fully complete package for your consideration at an upcoming meeting of the Commission. I implore you not to take action on this because it is not a complete package.

Sherri Gunder 2651 Carriage Road, Liberty Township: I am directly across from where this neighborhood would be coming going. I just want to echo everyone else's concerns, which is the traffic. There are many days when I cannot get out of my driveway. I always have to wait for a courteous person, which does not always happen when everyone has been waiting 20 minutes to get to Liberty Road. My other concern is the water my neighborhood has running through it. We have already seen many changes to our water just from the Carriage Cove neighborhood that has started but has not fully gotten under development. We have seen it dry up completely and now it is heavy again, with these changes, is when the erosion happens. My husband is equally upset about all of the changes that have happened and is already starting to talk about moving. I do not want to do that because we moved into this neighborhood for all of the same reasons my neighbors did. We wanted the rural feel but still close enough to the City and now they are going to snatch it out from under us. Where our house is we would be staring at a bunch of backsides of homes and it is not anything we want to see. I do not care if they are empty nesters and I really do not care what people do in their backyards, I just do not want to be looking at it. They build these with the promise of empty nesters, which all of these neighborhoods are going to attract them. I know it is to address the concerns about the schools and that they are not going to add many students to the schools, but that is not always the case. I mean my brother's neighborhood has 200 units and they had the promise of empty nesters. I do not know how many empty nesters there are in Powell, how many are going to be able to afford these homes? I know my parents and in-laws would never be able to afford \$500,000 plus the taxes on top of that nor would they want to because they would go somewhere with much nicer weather.

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

Mr. Smith: Mr. Emerick would it be appropriate for me to just respond to a couple of those things.

Commissioner Emerick: Yes.

Mr. Smith: I have some issues about some things and I do understand the neighbors are concerned about the project. I feel bad for Todd Standhope the registered traffic engineer from Smart Services who prepared this traffic study since he is not here to defend himself. Smart Services is a very well respected traffic engineering company here in Ohio. Traffic engineers like most other professionals, especially registered engineers, follow a very strict code of professional and ethical standards. To say what he put in front of you is fictional or farcical or false is a little bit of an affront to me because I am a professional myself. It is like saying your architectural advisor and his company Shyft Collective can just make up whatever structural information they want or whatever structural requirements they want just to fit the design that they are trying to sell their client and they just cannot do that. One of the things you see when you look through this letter is the projected site generated traffic is the accepted method for computing trip generation of the traffic engineering profession is Trip Generation, 10th Edition published by the Institute of Transportation Engineers. This means he has to pull information out of a manual, which is well studied and continually updated based on current data for different types of development. He is not able to make it up and say I think this development will generate this number of trips. We can have a conversation about the horse farm and about the existing traffic, certainly, because we base it on information the landowner provided about his business. When you look, at the projected rates for the development, he cannot make this stuff up. You look at the rates for single-family detached housing; it has ITE Code 210 as a specific code, then look at the land use for senior adult detached housing and it has a specific ITE Code of 251. He is not pulling these numbers out his rear-end, he is pulling that out of a traffic manual and I resent anyone suggesting he is making this up to make it look good. He is presenting information that has been studied, tested and repeatedly updated as part of the Institute of Traffic Engineers Manual. This letter tells us this type of housing with this number of houses will generate the equivalent amount of traffic as if you developed this parcel into six single-family homes. If we reduce the density and we just develop six single-family homes, it would generate the same number of trips as 23 empty nester houses. Now we can say is this really going to be empty nester houses. These are half a million dollar houses with two bedrooms, one large master bedroom and one smaller bedroom. We can make the claim that someone with kids might be attracted to moving in this development, but most people that have a half a million dollars are going to move their kids into a subdivision where there is park space, where there kids can go out in the backyard and hit a whiffle ball or kick a soccer ball. They are going to move into developments where there are other kids. Studies have shown and most of the builders I work with have said anytime there is a kid in in their developments it is because something unfortunate has happened to Mom and/or Dad and the grandparents end up raising the kids; that is just the reality of it.

[Note: Unidentified audience member called out, inaudible]

Commissioner Emerick: I would like to remind the audience the public comment portion is closed and the applicant is speaking.

Mr. Smith: As far as the comments from staff, we certainly understand and have no issues with the architectural advisors comments. Again, this is a custom homebuilder and we can do whatever the advisor is asking us in terms of the back of the home and the four-sided architecture. This homebuilder allows a level of customization to each of these units. We have shared with you potential designs; each owner will have the opportunity to customize the house. They will have to meet the architectural style and all requirements in terms of materials, as well as, everything we work out with the architectural advisor for the final development plan. We are committing to you this evening that we will work with the architectural advisor and satisfy any comments that he has. In regards to the roundabout, we actually got the information for the design of the roundabout from the county and incorporated that into the design of the project across the street and we initially designed this with that roundabout in place to make sure there is enough room in there. We just took the roundabout off the drawing because we did not want to misrepresent the fact that there was going to be a roundabout there from day one. We know we can accommodate it, we understand staff's concerns and that we still have to look at it from an engineering standpoint. I am happy to answer any questions.

Commissioner Emerick: Thank you, we will take Commission member comments now, Shaun.

Ms. Woods [from the audience]: I want time to reframe, so I want to respond to you about the passion you hear, passion when we talk about it being farcical and false and I think you understand that. What we respond to about the traffic study is we question the assumptions that under lie it. We do not question the professionalism that one can do a traffic study with that result. Marketing it to empty nesters does not guarantee that it will sell to empty nesters or placing it across the street from a school, therefore grandparents with children would be attracted. We would ask you to consider the worst-case traffic pattern. You have also heard us say that even if the traffic study is correct, you have not responded to the concerns. I appreciate your additional information, but I felt the need to reframe where we are coming from.

Rocky Kambo – Assistant Director of Development: Don would it be more appropriate to open up the floor to public comment again instead of having comments called out from the audience.

Commissioner Emerick: Yes, we will reopen the floor to brief public comments.

Mr. DiPiero: I have been a traffic engineer for 24 years; no one made any disparaging comments about the person that did the traffic study. I know him. I have worked with his firm many times. We did not call his numbers farcical nor his method, but I am familiar with it. I have used this method. What they are comparing it to is a subdivision in Westerville and one in Columbus off Riverside and Case that may or may not apply to what we have here. There are additional circumstances that you have to take into account. There are no traffic studies done to either Liberty or Carriage or coming out of the horse farm as it exists today. I would like to say we did not attack Mr. Standhope at all. No one called him a liar or anything else, whatsoever. I am the one that used the term farcical but it was in context of this project. Please do not disparage my community and my neighbors when personally nothing was against him.

Mr. Franano: Again to address the traffic situation, the traffic engineers study is correct, however, as noted by the architectural advisors review are based on the assumptions of the developer. The assumptions of the developer are not enforceable by law, there is no guarantee at all and is always incumbent on a developer to do a proper traffic study to include the worst-case scenario. They have intentionally given information to the traffic engineer to allow him to decrease the projected traffic and paint a rosier picture than is very likely to occur with this development. Further, this intersection, this community, this street is at a tipping and breaking point with traffic now. Traffic is an issue we will have to address in the larger Liberty Township and greater Powell community for the next 15 to 20 years and there will certainly be regional growth. To add even one more trip will be the straw on the camel's back. It is incumbent upon this Commission to consider the sequencing and timing of mediation for traffic issues that currently exist before making the problem worse.

Commissioner Emerick: Public comment portion is now closed. Back to the Commission, Shaun.

Commissioner Simpson: I want to thank the applicant and I think it is a very thorough presentation for a preliminary plan. Many times, we do not see the home plans because they are custom built. These are not going to attract families in my personal and professional opinion. Most families will want Clark-Shaw, Heather Ridge, Liberty Trace, Parkers Mill, etc. We have seen communities like this in the past. We have seen Romanelli & Hughes in Verona sell out in a far quicker pace than their single-family. We have seen the Epcon communities sell out before they ever put a shovel in the ground. There is a demand for people who want to stay in this area that do not want to live in their four or five thousand square foot homes anymore.

It is a positive impact on schools as we see income coming in without the school being affected at a time when frankly our schools need any positive impact they can get. I have seen the density come from 3.7 to just under three. It does not seem like much but it is more in line with Carriage Cove, which is 2.6 and then Morris Station is up closer to four. I would like to see the buffers and green space increased. If projects like this do lead to the roundabout, crosswalks, parkways it is going to be an improvement. We have not seen Liberty Township do a damn thing about this area for how long. They are not showing us, they are going to do anything about the traffic other than put 1300 more units on Sawmill Road and we are supposed to expect Liberty Township to do anything like this. All they have shown is a desire to add 1,300 more at 10 units per acre and if this stays in Liberty Township, I do not see how we can have any kind of confidence that Liberty Township will not take the project and make the density worse than it currently is. I would like to see what the engineer has to say about it, especially the drainage. The four-sided architecture is a big thing because of how prominent this will be to the traffic area. Lighting at the entrance and at the back with the houses being there, we need to be sensitive to that; I did not see where the mailboxes are located on the layout. The other question I have is whether these are condominiums or single-family homes. I think it does mesh well with the community across the street, obviously, I fully understand the issues with traffic and not having neighbors. Five years ago, I had Murphey Park go in behind my house and lost all my trees. I think this is a nice product; price point is good, I think demand is there. To me, the worst case is what happens if this does not come along, is it going to be something else that Liberty Township will control. We see something like the pod up there and for Liberty Township to complain about traffic as a Township when they are adding car after car and they do not seem to be addressing this at all.

Mr. Smith (Responds to Questions): The preliminary location of the mailboxes is with some parking is on the plans. We will deal with the four-sided Architecture; we actually have a professional engineer as well who has looked at this project from the storm water perspective. The storm water requirements are very strict and they have been for the last 12 years since they revised them. We cannot dump anymore storm water than is released today. We will have to capture and hold that storm water then release it at the same rate that it is being released today. State law and the EPA mandate that, so we have to meet those requirements and we will prove that to the engineer as we go through with our final engineering and final development plans. These will be platted single-family homes, but they will operate like a condominium. The detached homes are selling fee-simple and then the homeowners association will mow the yards, snow removal, everything you would expect in a condominium association, like Romanelli & Hughes and Epcon developments. They do it this way with the homeowners association because it is easier to manage. It is also better from a financing perspective for the buyer and from a future sales perspective. We do understand that there is a regional traffic issue and in regards to development types, this is the best answer. I do not see another way to solve this traffic problem other than to say we are not going to let anything else develop in the City of Powell.

Commissioner Hartranft: I want to thank the developer and the citizens for coming. I know you are passionate and I understand the traffic has been an issue for years and years. I doubt there is a quick and easy solution. The City does not even have jurisdiction in that neighborhood as a Township controlled area. As we have heard from Shaun and Dave, the overall master plan they chose to ignore and deviating from it has led to where we are now. To talk about what our roll is in this situation, the property owner has their right to look at options when they want to sell land. What they have come up with is talking to a developer who wants to put in the community that is in front of us. Do we have the right to deny that landowner their rights under state law, what they are able to do with it? Can we put some restraint on it to dictate the kind of densities and things like that? Yes to a certain extent. If they are putting a development into a piece of land that fits and conforms to what we already have as a documentable situation, then we as a Planning and Development Commission have to go by what is our duty. The question I have is worst-case scenario. There are probably even less desirable projects. This is a great project by the way. Other things could go in here creating more traffic, probably a lot less esthetically pleasing and could cause more impact than what is there now. If we decide not to go forward for whatever reason or the developer decides to go to the township, the township is more than likely going to approve it and their density is not the same as ours. Their idea of architecture and esthetics is not the same as ours. So things can happen in the township that we are not going to be able to control and I doubt you will have much control over it as well. A couple of items that were concerning that I want to talk to Rocky and Dave about is that every morning there is an issue with the school. Is there something that the police can do to help that situation out in the morning hours or are they already trying to do that?

Mr. Betz (Responds): Liberty Road is a county road and not in our jurisdiction, it would be something the county sheriff would have to do. When you go back onto Carriage heading west, you enter the City limits. We could send some people through that neighborhood as they try to exit on Carriage, which already gets through traffic going to and from the school. Maybe the schools could hire an off-duty officer, which many churches do to see if that can improve it. You would probably need to go to the school board and ask them to resolve the problem but the schools have done nothing to improve the situation.

Commissioner Hartranft: I do not want to open this up to a big discussion, but I wonder if the community has gone to the schools. If that were an issue in my neighborhood, I would find a way to correct it through the schools.

[Note: Unidentified audience member called out] School lets out at a certain time and parents just line up because there is nowhere for them to go but on the road. There is only so much stretch of road and more cars than there is road. A police officer is not going to solve anything.

Commissioner Hartranft: That is your opinion and again, I did not want to open this up for discussion.

Mr. Smith: Trent, one of the things that is important to remember I think is that with this type of product is many of these folks are retired and they are not competing with traffic at the same times that everybody else is competing with traffic. That is not true of all of them and I am not trying to claim that everybody in here will be retired, some will be empty nesters and still working, but a good many will be retired. They are not leaving at the same times everybody is trying to get their kids to school.

Commissioner Hartranft: This is kind of an out-of-the-box; I know the traffic is an issue, once the process is complete and the property annexes into the City of Powell, what reach does the City have? Is it limited to the length of property? Does it extend to the road? What jurisdiction does the City have for Carriage Road?

Mr. Betz (Responds): We have no jurisdiction over Carriage Road except what annexes into Powell. Under the current policy, the County Engineer would not allow annexation of any part of Carriage Road; it would remain a Township Road. We would plow and maintain the proposed public roads in this development. With regard to where the access point is for their road coming onto Carriage that is up to the County Engineer and we will discuss that with them. The County Engineer will have jurisdiction over Liberty Road except that which is in Powell and we maintain. We coordinate maintenance efforts with the County all the time on various roads including Liberty. We participate with the county on funding improvements that are happening along Liberty Road. For example, the traffic signal and widening of Liberty for turn lanes at Seldom Seen Road, the City is participating with the County, which we received some grant funding to get that in sooner than what was planned. The County Engineer is working on plans right now for improvement of Home Road from Liberty west all the way to Section Line. Then they are also widening 315 and Home Road for turn lanes and signalization. The hope is these improvements will deter people from using Carriage Road as a cut through. Maybe they can get through Home and 315 a little easier and that might be some relief. You still have to deal with the schools and the access to the YMCA, which those driveways all connect. In talking with the County Engineer's office, they are starting to plan and it would be a five-year plan unless there is grant money out there that we get for road improvements for a roundabout, turn lanes or traffic signals. They are looking at a roundabout for this location and feel it is the best way to handle the high traffic flow when school lets in and out. There are differing opinions on that, but certainly, they are the ones that we need to rely on for what they decide from a countywide perspective. When looking at the impacts of the developments we look at what they have to provide for the impacts they give us. If this traffic deserves a turn lane into their site or a deceleration lane based on the speed of Carriage then the County Engineer will analyze and make those recommendations to us as part of the final development plan. Looking at where their access point is they probably will not need improvements for turn lanes. They are not responsible for funding the roundabout. They will be providing impact fees to the City that we utilize for infrastructure improvements and it will not pay for a roundabout but could pay for some of it. The City will get some impact fees both for infrastructure and from a recreation fee for parks. Another thing I wanted to mention is how this could develop in another way; with 7.7 acres split this into eight lots and the township may approve under its current zoning of FR17 lot splits without any roadway and have driveways for each house. How does that impact getting in and out of those driveways with backed up traffic or maybe planning it to allow for the property owner to get a little more return on investment of the property and the way residential property is valued now with utilities around here to about \$35,000 or more an acre. Maybe you split it into five lots and double that to fourteen lots and then you have seven shared driveways out there. What is better maybe is to have one spot where traffic goes in and out of the subdivision and allow the development to occur and being able to pay for the roads and infrastructure; make it a type of development that does not affect schools or impact traffic as much. Those are our thoughts.

Commissioner Hartranft: There has been talk here tonight about the drive coming out onto Liberty Road?

Mr. Betz (Responds): There just is not enough room between the intersection and Carriage. If the property to the north, which is currently for sale, this developer has not pursued buying to add it to this development. However, if in the future something happens, it is an odd shaped lot and you are not going to get as many lots as this per acre, but you could have a road come out here to Liberty and connect the stub road to Liberty. If that would happen, you could have some relief of this property and that is why we are requiring it to be a stubbed. In the future, it can go out to Liberty and have the ability for people to go two ways, which is what we would like to see.

Commissioner Little: I thank the developer and the residents for being here and I appreciate the input. I by nature am kind of data driven so I will talk through my thought process. I consider myself a resident of Powell and Liberty Township, always have considered that, and will always behave in that manner for what it is worth.

I do struggle with this a little bit for various reasons and I will try to talk through it. I have lived here for 33 years; I used to be a bike rider that rode about 2,500 miles a year. I know this intersection extremely well. It has changed a lot during those years. I have coached a whole lot of sports at the fields in the back of this development, I know what happens when OIAA has football and how all us parents got there and left at the same time. My kids went to Liberty Middle School and then played sports there so I have spent a lot of time at the intersection and Carriage Road. If you look at the history of how we got here the township added the schools with no improvement to the intersection. The City then recognizing the problem with Carriage Road proposed an east-west connector north of Carriage Road. The township laughed at it and that was the big opportunity to fix Carriage Road. Currently, I come home southbound on Liberty on a daily basis and came through there tonight. I understand how the intersection performs and it is already dysfunctional and not performing at an acceptable rate. I have had some close calls there with people pulling out in front of me. As Dave pointed out look at the township and all the flag lots. A large family home with kids will generate more traffic per home than these will and there is traffic data that will show you the impact. From a school standpoint if you have one kid you are already not paying your kids costs of going to school and if you have three or four kids in a large family home somebody else is helping carry that mail. Therefore, the empty nester concept seems to work really well here. Shaun made a good point and I encourage you to look at what is going on north in the township. The amount of homes and the density the township is currently allowing is part of what makes me wonder what to do with this particular piece of property. The intersection has been the way it is for the 33 years that I have been here. I am confident knowing the City and the folks we have working here, knowing how we behave and perform that we will put more pressure on fixing that intersection and it will not take us 33 years to fix it. The need for this type of empty nester home is real if you look around town or look all around Columbus. Personally, I live in a 4500 square foot house and have two kids at OSU. I put down 420 bags of mulch every year and I am getting tired of doing it, however, I do not want to move out of Powell so this would appeal to me though I wish it were half the price. You are looking at a \$500,000 homes, two bedrooms, no yard and no clubhouse. The demand is there and Dave talked about what the alternative is. That is why I struggle with this. I am a township resident and I am not happy with what is going on to the north. We developed a good comprehensive plan and the township just thumbed their nose at us. I am not sure if we leave this alone what our township elected officials will do with this particular piece of property. I am kind of back and forth here, I want to kind of work through this process and I am not sure where I will ultimately land. Given the assumption that we are going to get past this step, we have a final development plan, which that can be several meetings, before it goes to council. First question, do you folks have a formal homeowners association?

Ms. Woods (Responds): We have a wonderfully informal homeowners association. It is mostly social; it does not restrict what I do on my property and it cost me \$40 a year.

Commissioner Little: If you have a board, I think if the developer is willing to meet with you and I would like to see some indication of that at the next meeting. I want to look at how you will do trash collection. I want to look at the lighting whether it is streetlights, post lights or no light at all. I think the bike path should be in place, we might as well start somewhere by having the bike paths in place, so that we can continue them for either bicycle or pedestrian traffic. We have reduced two lots, as was the case with the property on the other side of the street. The retention pond is close to a school and we need some sort of fencing to make the pond less interesting to any children that might be walking there. The landscaping plan on the south and eastside would be important to me. I would like to see something from a duplicate number of homes within the neighborhood concept so that we do not have 15 homes that are all the same and I think the comment about the four-sided architecture is critical for this neighborhood. I am in the second of at least three meeting on this process. I am open to your input and I am going to go through a process here trying to figure out in my judgment what I think the right thing is to do.

Mr. Smith (Responds): I can answer a couple of those things Mr. Little and I appreciate the comments. No streetlights, it will be just the same as is across the street on Carriage. We have the same interest in a very quiet, not light polluted neighborhood, as I am sure the residents that surround it do. The only lights we will have are two low voltage lights on the columns out front and that would be it. The houses will have their Carriage lights on the front of the garage. Trash collection will be the same as any other typical single-family development, with individual collection bins. We will work with the architectural advisor to adopt a diversity standard for the development and we will commit to that right now.

Commissioner Cooper: I agree with Bill probably more than anybody up here and I agree with all the comments we have heard so far. At this time, I too am torn on what to do with this and I think there is a lot more work to do, if we are to move this forward to the next stage. If I were to start talking about storm water, bike paths and maybe a more localized traffic study, I would be beating a dead horse. We have already said it. Now, I am just going to say that I will wait and see. I am not overly in favor of it, but I am not totally opposed to it either.

Commissioner Bailik: I appreciate the developer's presentation as well and I appreciate all the input from the residents, I am wondering if all of Carriage Road came in today.

I have a couple of concerns based on the design of your site map as I do not see any accessory parking and you are marketing these to empty nesters with children and grandchildren. My parents live in a community very similar to this accept they have accessory parking and it is often utilized. I guess I would like to see your thoughts on adding accessory parking to this plan so that cars will not line up and down the streets. If everyone's family is over during the holiday, I do not see were that is going to be aesthetically pleasing to the neighborhood. I see you are marketing to older people and no offense, I am over fifty myself and as we get older, our reaction times get slower so I do have some concerns regarding that with the traffic and want to offer that up. These people do live here and I do think they have valid concerns about getting in and out of their driveways. I see a compromise to be honest between you and the residents. As Bill said, I would appreciate you coming together and finding a solution you both could live with because I do think the aesthetics of the houses and the product is great. I do sense some animosity from the developer and the residents. I would like that tone to change as we move forward. I have one more comment on the storm water. I would like your next presentation to have firm numbers on the size the pond needs to be, this is not going to be a do over, I want to make sure if we need to accommodate for any additional setbacks, which it sounds like we will. I want to make sure that we have that size down. I would like you to come back with a guardrail of some type. The last thing we want is a car to go around the roundabout and into the pond. Those are my three concerns, traffic, lack of accessory parking and the storm water and guards.

Mr. Smith (Responds): We do have an engineer that has looked at this and run the numbers. The size of the pond we need is .4 acres, which is exactly what we are showing and will accommodate all of the detention requirements for the development. In addition to that, we can also accommodate underground so we can upsize pipes. We can certainly work with the engineering department from the safety aspect on the pond. We did the exact same thing across the street that the Commission approved and this will be very similar. I do not have any animosity towards these folks, I understand the investment that people make in their homes is a big investment and they get very passionate about it. I do not take any of it personally. What I did have an issue with was the language, understanding the passion that the neighbors were using in terms of the traffic study numbers being false. I accept the neighbor's response that it is not what they were saying. We are certainly happy to meet with them and we do think this is a good project, it makes sense and it works from a numbers standpoint. We have heard from staff and a number of the Commission members that this is the best type of product type in terms of the traffic issues. Regarding the parking question, these are a little different from a typical empty nester product you would find at Epcon where they do not really have a driveway. We actually have enough setback on these similar to a single-family home with a two-car garage and parking for two cars in the driveway. In addition, these are 26 foot-wide public streets with dedicated parking on one side and we feel like there will be plenty of space to accommodate guests. Again, these are 1,700 square feet, 2 bedroom homes. Most grandparents are going to go somewhere else for the holidays that is not to say all will and I do not discount what you are saying, but most are going to spend the holidays at their family's homes.

Commissioner Bailik: My parents live in a development like this and it is not an Epcon property. They do have two-car garages with driveways and they appreciate the accessory parking. It provides for additional open space and it provides for less crowding in front of the homes. I think you should look at adding accessory parking. By having the additional open space, you might have happier neighbors. As far as the traffic study, I am a PE so I get it; you pull things out of manuals. Those manuals are data and I am a data person for sure, but that does not mean that those numbers are accurate for this road. I get their passion and I understand what they are saying and I believe the traffic study your engineer provided is accurate from a baseline overall as an average this is what you are going to see. Sometimes you have situations on this end of the stream and some at the other end. I think you need to provide the residents some additional assurance that you care and I think it should maybe be looked at a little closer.

Chris Bradley – Camber Company: I appreciate those comments and I to sympathize with everything the residents have said publicly, I do want to say that we do absolutely care about the traffic. There is nobody that wants a roundabout more than we do when we are trying to sell half a million dollar homes. This property has the right to be developed. I think we just have to keep perspective here that this is a regional traffic problem. There are thousands of trips on these roads daily. We are talking about single digits here and I know there was a comment about the straw that broke the camel's back earlier; however, there have been many opportunities on much larger projects where some of these solutions were not in place. We are going to be the first to be supportive and collaborative in terms of working with the county. It is a significant seven-figure investment, which we are not necessarily in control of but we will be right there to support it. If anyone has interest in the traffic, certainly the investment we are making proves we want to see a solution to the traffic situation at some point.

Commissioner Boysko: I want to thank Chris and Gary for coming out and presenting again. I want to thank all the residents for coming out. Your input is very valuable and I would encourage you to remain vocal to work with Chris, Gary and his team in a more collaborative effort. I would encourage the residents to work with the HOA across the street. They are another big contributor of this situation. What is missing here, and David alluded to it, is the Olentangy Schools. I would encourage you to ask Olentangy Schools to step forward and play a more active role in the situation.

I do not think anybody is going to deny the reason why you have this traffic is the elementary and middle schools. If those elements were not, there, I do not think we would have this kind of condition. I am not an engineer, however, I am sure we could have traffic studies done to support it or quantify the situation. I am definitely pro-development; I have full confidence in what Chris and Gary are proposing, similar to what they proposed across the street. I have confidence it is going to be a quality development. I have more confidence in the City of Powell and this board to better control and manage the development than Liberty Township. I believe good development can solve many of the problems that exists. Now, it is not going to solve your traffic, but may help minimize your storm water issues. I think it is irresponsible to suggest not allowing any development until the infrastructure is in place. I do not think that scenario ever exists. It would be great if we could build more roads and then the development would follow behind it but I do not think that is a realistic scenario. We have to encourage and control development in a way that helps improve the conditions we are in and I think this type of development can help. We have seen other developments that seemed very adversarial where the homeowners got together and worked with the development to create a solution that made everybody happy. They also encouraged other public entities to get involved. The library is a great example of the homeowners coming together to be an advocate for the developer to encourage the new public library. I think your passion and involvement can go a long way. I know there is a lot of misguided concern to Chris and Gary for this development, but I think it needs directed towards the schools. I think we can all work together to create a better solution. I agree with all the other comments and I am confident that as we go through this process we can address some of the concerns.

[Note: Unidentified audience member called out, inaudible]

Commissioner Boysko: I know that Delaware County patrols those roads and I am not suggesting that this development should pay for those types of improvements because it is a regional issue. Dave would you speak to how they fund the roads and roundabouts?

Mr. Betz: County has several funding sources for their road and bridge fund. Whether it be through part of the sales & gas taxes that both the City and county receive for road improvements. There are grants available through several sources. It is just a matter of when they can do the timing of the funding to coincide with the other projects they are doing and budgets. I will tell you the City of Powell does not have the budget for it right now, infrastructure wise, people voted on it.

Commissioner Boysko: Understood, but what role or contribution can the school system pay?

Mr. Betz: I am unfamiliar with how the school can fund something. I am sure the school board could go through state.

[Note: Unidentified audience member called, inaudible]

Mr. Betz: Every time you speak, the clerk cannot get you on the minutes without you going to the microphone.

Mark DiPiero: I have actually spoken to the principal at Wyandot Elementary. It has probably been about a year and a half to two now. I offered a solution for that intersection, which is to bring up to Liberty Elementary and back around the backside there is connectivity. The response I received from the principal was that there was no way he could convince the parents to do that because it is out of the way and he was not even going to approach it. The schools is a dead end until we get a new principal. He had no interest in hearing alternatives.

Commissioner Boysko: I appreciate your effort and activity. I would encourage you to remain involved. Do your best to work with this development and continue to be advocates for your development.

Commissioner Emerick: I agree with the comments that the other Commissioners have made up to this point. This age-old problem has no immediate solution obviously. It gets to be frustrating for everyone concerned because had something been done years ago it would have made our jobs much easier today. Having said that I also think that when you have a project that has the potential to have the least amount of impact on an already difficult situation versus a project that can have a maximum negative impact I am going to go with the least impact every time. I do appreciate your passion and you input. I have made notes on every person that spoke and the number one issue is traffic. That does not surprise me because that was the number one issue when we looked at the sketch plan for this project and I am sure it will continue to be the number one issue. We will do what we can do and I hope other parties that have the real control will do what they can do. As you know, our hands are somewhat tied in what we can contribute to a solution to the traffic problem. With that in mind, I believe Bill has some motions written down.

Commissioner Little: There is a lot of positive dissension, one option is either move on to final development plan or we could table it and agree to collectively join forces to kind of identify what are the action items that need addressed.

As I said in my own opinion from my 33 years of being at the intersection it is already dysfunctional. Data will show that this type of development will have marginal impact compared to what could go in there. Maybe we can find a collective solution by their energy, our energy and your energy we can push up against some major action items to try to get some sort of voice to get someone to listen and address the situation. The intersection does not seem to be a priority the way it is currently.

Mr. Betz: You do have 30 days from the day of closing a public hearing to make your decision if that so moves the Commission. In that period, we can get with the developer and meet with the County Engineer again. Let them know how passionate everyone is on this issue, including schools in that conversation. There is still time because the annexation process is going to take approximately 90 days. In that time we can discuss the final action on the preliminary plan and then have the final development plan submitted and action taken on that in conjunction with the annexation process.

Mr. Smith: I think we are certainly happy to become part of that collective voice. As Chris mentioned we have a lot invested in this project. As Dave mentioned there is still a lot of time in the process, as we have to go through a final engineering, final development plan, and annexation before this plan gets any approval. From our standpoint, I do not think delaying that process helps that part of it. Like you said, this traffic situation has been here and to solve it is probably not going to happen overnight, but we are going to continue to be part of that discussion. The other thing that is important to note about this from a value standpoint when you look at the potential alternatives and when you look at the overall impacts from a value standpoint the existing use is providing approximately \$7,000 in tax revenue. That is not going a long way towards contributing to any kind of infrastructure or solving any of those problems. If you did this in 16 single-family homes that had an equivalent value to what these will have, you would have an approximate tax revenue of \$218,000. This project will have a tax revenue of \$261,000 with very few or no kids added to the school. The only way to get more revenue out of this would be to approve apartments or commercial on this site. From a land use standpoint, in terms of providing tax dollars available to help fund that infrastructure this is the least intense best use for that purpose. We would really like to continue we think there are many steps built in this process along the way for both Planning Commission staff and Council. Most of these things we are talking about are final development plan typical issues. These are more detail-oriented issues that we can solve as part of the final development plan. We are committed to working with the engineer and architectural advisor. We will go have meetings with the county, we are certainly willing to meet with the neighbors, and we will do all those things. We have some contractual obligations with the landowner as well.

Amy Woods: In response to the question would the residents be interested in tabling, I will offer my opinion and ask for input. I think it would go a long way with the board's credibility with the residents in having heard us, if you tabled it. I personally liked that suggestion and I think there was positive dissention, which was a very good description of what I heard. I understand that there are good things about this development, but not pushing forward because there are contractual obligations would go a long way for me. Am I accurately representing everyone?

Matt Taylor: I think we had an opportunity to drive some accountability here. We have mentioned some ideas and you have taken part in offering to be a part of the solution, which I very much appreciate, bringing in the collective parties the county, township and the schools. Sending us back and saying start over again go to this resource, that resource and then comeback is not going to get it done, so collectively we have to do it. We have a burning issue right, now is our opportunity, if we let this go, it is gone. We have to take advantage of this opportunity and I know it does not meet your timeline, but without your help, I have no confidence in these two men that they are going to follow through and that is what this board can do. They can drive that accountability; this is in your hands, now make it happen.

Commissioner Emerick: Thank you, public comment is now closed.

[Note: Unidentified audience member called out] There is an HOA meeting on March 8; I just want to get that on record.

Mr. Smith: We have been a part of that conversation with the schools, we have talked to the county and we have worked with the City. We are going to continue to be part of this process both on behalf of the folks that are building on the other side of the street, and as part of this current project but we do have contractual obligations.

Mr. Bradley: What result would be necessary in not tabling, a roundabout approved, a cop out there, we brought the schools to the table when we dealt with the project across the street and as far as following through I will meet anytime. Again, we want to see a solution to the traffic problem as well. I do take that a little personal, my grandpa and my dad taught me to follow through and do things the right way. I am happy to be part of that and lead the best we can. We tried to do this last time around but what we found is that it was outside our domain.

It is an 8-acre property, small development. It is a regional problem and there are people much more in tune to this daily and have this as their job to deal with these kind of things.

Commissioner Emerick: Rocky do we have a meeting scheduled for the 26?

Mr. Kambo: At this time, we have nothing to review.

[Commissioners had a brief discussion on how to proceed]

Mr. Franano: Mr. Chair with regard to Ohio Meeting Laws, which I am sure you are trying to conform to, any kind of conversations need to be into the microphone by everyone in attendance this evening. I totally respect the process and the dialog I think that is critical, if we could just ask you to repeat that process into the microphone so everyone can hear it and make sure everything complies with meeting law.

Commissioner Little: With that in mind, I will now make the motion.

MOTION: Commissioner Little moved to approve the Preliminary Development Plan for the property located at 2630 Carriage Road and 8061 Liberty Road, where as the zoning shall change from FR-1 Farm Residence District, Liberty Township to Planned Resident District, City of Powell represented by the Camber Company subject to the following condition(s):

- 1) The annexation petition is filed prior to the final development plan; and
- 2) The roads shall be designed as private roads; however, if the north south road is extended as a public road, then that portion becomes a public road. If the road is to extend as a private road, then provisions shall be made in the HOA documents that the road is allowed to be extended for residential uses and they are allowed to traverse the private road on this development to access Carriage Road; and
- 3) The City Engineer shall provide a review of the preliminary storm water calculation as a part of the final development plan; and
- 4) The developer take into account staff recommendations on the architecture of the building as well as the architectural advisors comments. Commissioner Simpson seconded the motion.

Vote: Y – 7 N – 0

OTHER COMMISSION BUSINESS

Commissioner Emerick: One other item of business we need to discuss, as you are all aware, Joe Jester is no longer part of our Commission. The question has come up on how to recognize Joe for his service on the Commission. Would we want to ask the city to come up with a plaque honoring Joe, which we would present to him at a future meeting?

Mr. Betz: We will do that, we have the budget for it.

Commissioner Emerick: If everyone agrees, we will order a plaque.

All members: Yes

Mr. Kambo: No staff items so we do not have anything planned for February 26, which is the special meeting this month. If that changes, we will notify this body.

Commissioner Emerick: The next meeting scheduled for March 11, 2020.

ADJOURNMENT

MOTION: Chairman Emerick moved at 9:41 p.m. to adjourn the meeting. By unanimous consent, the meeting adjourned.

DATE MINUTES APPROVED:


Donald Emerick
Chairman



Date

Pam Friend

Planning & Zoning Clerk

Date