



STAFF REPORT

PLANNING & ZONING COMMISSION

Zoom Webinar

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Wednesday, July 15, 2020

7:00 P.M.

1. FINAL 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.

Aerial Site Image: <https://goo.gl/maps/hwuqcKNmyMvodXV2A>

Project Background

The applicant has previously brought forward a Sketch Plan/Annexation for this property on October 23, 2019 and a Preliminary Development Plan review on February 12, 2020 (staff reports below). At the Sketch Plan review, there were concerns about density, green space, setbacks from Carriage Road, off-site drainage concerns, and traffic concerns related to the future County proposed roundabout at Carriage and Liberty Roads. Also of concern, was the quality and manner of the home designs and cost ranges. At the Preliminary Development Plan review, residents and the commission provided the applicant with a number of suggestions. The applicant has included those suggestions and worked with the City and County Engineering departments to design the site layout.

As part of the preliminary development plan approval conditions, the applicant was required to submit the annexation petition prior to submittal of the Final Development Plan. The applicant has submitted the petition.

The land is currently a horse stable with riding lessons and two homes. The current property owner wishes to sell and quit the horse business at this location. The analysis of traffic for the proposed “empty nester” single-family development is included in the packet.

Proposal Overview

The current proposal remains the same, consisting of 23 homes on 7.7 acres, creating a gross density of 2.9 dwelling units per acre. The plan provides more green space, buffering to the east, and a larger retention area to the west. There are sidewalks throughout, however there is no trail along Carriage Road to get people from this development west to the Powell trail system. There is also perimeter fencing proposed.

Changes since the Last Submission

There are no changes since the last submission. This staff report remains the same with an added condition to approval below.

Ordinance Review

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

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

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

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

The applicant has mentioned to Staff that they would like to begin construction immediately. Staff believes that this project could be absorbed within five years.

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

This proposal is consistent with the Comprehensive Plan. The continuation of residential development and having a concentrated corner of “empty nester” housing is consistent with housing policies within the plan. Also, this development will not attract many families with children or increase much traffic in the area when compared to the existing use. The development can also be designed to allow for the needed rights-of-way for a much needed roundabout at Carriage and Liberty Roads, according to the County Engineer.

The comprehensive plan calls for a strategic annexation policy and redevelopment along existing corridors. According to the plan, “New suburban single family subdivisions are most appropriate for smaller infill development sites surrounded by existing single family developments.” Already developed single-family lots currently surround the site, so the proposed redevelopment along Liberty Road remains consistent with the comprehensive plan. The smaller lot sizes as proposed will help to diversify the city’s housing stock, while providing high quality homes that are consistent with Comprehensive Plan and the applicant’s other developments within Powell (Carriage Cove and Morris Station). In addition, this annexation could potentially lead to the annexation of other nearby single-family lots on Carriage Road and Liberty Road since there are larger lots near this site.

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

The street network is already overwhelmed at peak times by the school near the site. This project is unlikely to generate anything in excess of an already heavily-used roadway. A traffic analysis provided by the applicant confirms this.

The site provides a stub to the north for future possible connection. The roads in the site will be public.

The applicant has worked with County and City Engineers to accommodate a future roundabout as shown on recent plans being developed by the County Engineer.

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

There is no non-residential developments in this proposal.

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

This development is unique from its surroundings. The neighboring uses are 1-acre lots with large single-family homes. This proposal is higher in density compared to its surrounding uses. However, Staff sees the merit of this development and that it is entirely residential and geared towards empty nesters – means that it should have little negative impact on the existing residents.

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

No lands to be dedicated for public use. However, Staff would like to see a public pathway along the front of the site.

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

This proposal does not preclude the ability to plan or zone areas around the site.

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

Letters provided by the applicant show that utilities are able to serve the site.

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

The Powell Engineering Department has conducted a preliminary review and is satisfied with the drainage plan at this point.

Staff Comments

Staff will rely on the Architecture Advisor related to the home designs (see Architectural Advisor document). There needs to be “four wall architecture” for these homes, especially for the lots that back up to Liberty Road. The houses on these lots need to look as if the house is facing Liberty Road. There are homes plans in the packet that can be made to look like fronts due to the inclusion of porch elements.

Staff stresses that there is a need for a pathway to run along the frontage of Carriage Road and along the frontage of Liberty Road.

Staff Recommendation

Staff recommends approval of the Final Development Plan subject to the following conditions:

1. The applicant work with the building and engineering department and satisfies their requirements.
2. That the developer take into account Staff recommendations on the architecture of the buildings as well as the Architectural Advisor recommendations.
3. The Bridal Path on the north side of the property is vacated during the platting phase.

Preliminary Development Plan – February 12, 2020

Project Background

The applicant has previously brought forward a Sketch Plan/Annexation for this property on October 23, 2019 (staff report below). At the Sketch Plan review, there were concerns about density, green space, setbacks from Carriage Road, off-site drainage concerns, and traffic concerns related to the future County proposed roundabout at Carriage and Liberty Roads. Also of concern, was the quality and manner of the home designs and cost ranges.

The land is currently a horse stable with riding lessons and two homes. The current property owner wishes to sell and quit the horse business at this location. The analysis of traffic for the proposed “empty nester” single-family development is included in the packet.

Proposal Overview

The current proposal consists of 23 homes on 7.7 acres, creating a gross density of 2.9 dwelling units per acre. The plan was altered to create more green space, buffering to the east, a larger retention area to the west. There are sidewalks throughout, however there is no trail along Carriage Road to get people from this development west to the Powell trail system. There is also perimeter fencing proposed.

Changes Since the Last Submission

The overall density was reduced, additional green space provided, more detail about potential mounding and landscaping is provided and housing designs and floor plans have been submitted.

Ordinance Review

In accordance with the requirements of codified ordinance 1143.11(g), in approving a preliminary development plan, the Planning and Zoning Commission shall consider:

(1) If the proposed development is consistent with the intent and requirements of this Zoning Ordinance;

A Planned Residence District can be established with just about any sized lot as long as the design goal is to cluster homes to leave open space or to vary smaller and larger lots. This proposal sort of mixes the two. It is not a desirable location to have any publically utilized open spaces or parks, so the applicant will be paying a recreation fee instead. By having a density of under 3 units per acre, it is one of the least dense of this type neighborhood that has been created in Powell. Setbacks are being established with the specific home types that they have in mind and submitted with this text. Keeping a rural feeling with rail fencing and greenspaces along Carriage and Liberty Roads is preferred.

(2) The appropriateness of the proposed land uses with regard to their type, location, amount, and intensity, where not specifically specified in this Zoning Ordinance;

Single-family homes are appropriate for this area. The context of this development being an “empty nester cluster” could work well on this corner. Additional large lot home sites would not be feasible economically due to current residential land prices in the area. There are many ways to incorporate pockets of different styles and types of developments that will help “set apart” different areas of the community. In this way, adding to the sense of place of the area. It is of importance thought, to try to incorporate the design of the homes and landscaping to work with the existing context – large lot, rural living homes.

(3) The relationships between uses, and between uses and public facilities, streets, and pathways;
The proposal access Carriage Road and will provide traffic onto Liberty Road and Carriage Road. The County Engineer has indicated that they are studying the Liberty Road/Carriage Road intersection for a roundabout. Therefore, the correct amount of right-of-way needed to implement a roundabout will need to be reserved with this development. There are no proposed pathways external to this site. There needs to be a pathway along the entire frontage of Carriage Road and Liberty Road.

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

Staff is recommending the streets be private and maintained by the HOA. If there is a subdivision that happens to extend the street to the north, then at that time we may need to investigate a public street, however provisions should be made in the documentation at the Final Development Plan that the extension of the private street be required by the HOA in the future.

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

For a proposed empty nester development, the setbacks are reasonable. Also, the location of the green spaces will make the yard actually look larger.

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

All of the proposed open spaces will remain privately held with the association maintenance. This is adequate as there are schoolyards nearby.

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

This development will be built in one phase, which is appropriate.

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

The infrastructure should be completed within 2020, with house construction going through 2022.

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

No municipal improvements are necessary due to this development. The County proposed roundabout is an improvement needed due to the growth all around the area as the growth of the schools.

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

Our analysis from the sketch plan is that it is positive.

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

The traffic analysis shows that the impact will be minor and in addition to that, the previous land use did account for some traffic in the area, so the impact of this new development is further diminished. The impact on the schools is less due to the design of the units and empty nester configuration.

Staff is concerned about the impacts of storm water drainage upon downstream properties. Our City Engineer's office will be looking at this closely with the design of the outlet of storm water and how it will affect downstream erosion.

The Planning and Zoning Commission may require the staging of the planned development to minimize early stage major impacts on the community infrastructure and services systems, and may require the staging of land uses to be generally consistent with the phased development of supporting land uses and public services and facilities.

The Commission's approval in principle of the preliminary development plan shall be necessary before an applicant may submit a final development plan. Approval in principle shall not be construed to endorse a precise location of uses, configuration of parcels, or engineering feasibility.

Comprehensive Plan Consistency

This proposal is consistent with the Comprehensive Plan. The continuation of residential development and having a concentrated corner of “empty nester” housing is consistent with housing policies within the plan. Also, this development will not attract many families with children or increase much traffic in the area when compared to the existing use. The development can also be designed to allow for the needed rights-of-way for a much needed roundabout at Carriage and Liberty Roads, according to the County Engineer.

The comprehensive plan calls for a strategic annexation policy and redevelopment along existing corridors. According to the plan, “New suburban single family subdivisions are most appropriate for smaller infill development sites surrounded by existing single family developments.” Already developed single-family lots currently surround the site, so the proposed redevelopment along Liberty Road remains consistent with the comprehensive plan. The smaller lot sizes as proposed will help to diversify the city’s housing stock, while providing high quality homes that are consistent with Comprehensive Plan and the applicant’s other developments within Powell (Carriage Cove and Morris Station). In addition, this annexation could potentially lead to the annexation of other nearby single-family lots on Carriage Road and Liberty Road since there are larger lots near this site.

Staff Comments

The annexation petition has not yet been submitted to the County Commissioners. This will be needed prior to the next step of a Final Development Plan.

Staff will rely on the Architecture Advisor related to the home designs (see Architectural Advisor document). There needs to be “four wall architecture” for these homes, especially for the lots that back up to Liberty Road. The houses on these lots need to look as if the house is facing Liberty Road. There are homes plans in the packet that can be made to look like fronts due to the inclusion of porch elements.

There is a need for a pathway to run along the frontage of Carriage Road and along the frontage of Liberty Road. It will also need to be properly designed to accommodate a future roundabout a shown on recent plans being developed by the County Engineer.

Staff Recommendation

Staff recommends approval of the Preliminary Development Plan subject to the following conditions:

1. That the annexation petition is filed prior to submittal of the Final Development Plan.
2. That the roads be designed as private roads; however, if the north-south road is extended as a public road, then that portion become a public road. If that road is extended 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 get to Carriage Road.
3. That the City Engineer provide a full review of preliminary storm water calculation as part of the Final Development Plan.
4. That the developer take into account Staff recommendations on the architecture of the buildings as well as the Architectural Advisor recommendations.

Sketch Plan Review – October 23, 2019

Project Background

This is a new submittal for the properties at 2630 Carriage Road and 8061 Liberty Road, both of which are currently in Liberty Township and zoned as Farm Residence District. The property on Liberty Road is a single-family residence, and the Bayhill Horse Farm occupies the property on Carriage Road. The applicant is proposing to annex them into the City of Powell and develop these properties together as a residential subdivision.

Proposal Overview

The applicant is proposing to redevelop the site with 25 single-family, fee simple lots. Access to the subdivision will be off Carriage Road and all streets will be private. The overall site acreage is ± 6.72 acres, with the minimum lot size being 52' by 120', giving the site a net density of ± 3.70 dwellings per acre. The developer's intent is to aim this project towards empty-nester retirees.

Ordinance Review

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

Comprehensive Plan Consistency

The comprehensive plan calls for a strategic annexation policy and redevelopment along existing corridors. According to the plan, "New suburban single family subdivisions are most appropriate for smaller infill development sites surrounded by existing single family developments." Already developed single-family lots currently surround the site, so the proposed redevelopment along Liberty Road remains consistent with the comprehensive plan. The smaller lot sizes as proposed will help to diversify the city's housing stock, while providing high quality homes that are consistent with Comprehensive Plan and the applicant's other developments within Powell (Carriage Cove and Morris Station). In addition, this annexation could potentially lead to the annexation of other nearby single-family lots on Carriage Road and Liberty Road since there are larger lots near this site.

Staff Comments

Staff believes that this proposed redevelopment will fit in well with the existing site context. The proposed street layout, with the stub to the north, lends itself to further development to the north, which will be beneficial if annexation continues to northern parcels. The large setbacks and landscaping buffers along Carriage and Liberty Roads will help to enhance the area's rural charm. However, staff would like to see how lot numbers 1, 2, 3, 4, and 5 would be screened from the single-family residence to the east. It is also important that the lots near the intersection of Carriage and Liberty Roads (lots 14, 15, 16, and 17) be designed with "four-sided" architecture, as they will be highly visible by passing traffic. Moving forward to the preliminary development plan review, staff will need to see more site details including proposed sidewalks around the site and elevations for the homes.

Staff would recommend that the developer add bike paths to the south and west sides of the property due to the site's proximity to Wyandot Run Elementary and Olentangy Liberty Middle School. Bike paths will help residents get to and from school safely from the site. Staff also asks that the applicant ensure they have provided adequate space for the planned future roundabout at the intersection of Liberty Road and Carriage Road.

Additionally, staff has some reservations about the financial impact this development could have on the city. Since the city's northward growth corridor has been blocked by Liberty Township, the city has been forced to rethink Powell's annexation strategy. Annexing this site and developing it as proposed, namely for retirees, may not be a fiscally responsible decision for the city. According to the "Powell Fiscal Impact Template", an economic model used to estimate a development's costs to the city, if the site is developed entirely as senior housing the cost could range from \$15,000-18,000/year for the city. However, although this development is planned on being geared towards empty-nester retirees, in actuality, it is very likely that families with children will buy homes within the subdivision since it is located near an elementary and middle school. As you can see below, if only half of the homes are occupied by senior housing then the city's fiscal impacts analysis shows a positive of approximately \$3400/year.

CITY OF POWELL - SUMMARY OF FISCAL IMPACTS	
Please do not modify this worksheet	
Incremental revenues	
Income tax	\$17,424
Property tax*	\$15,777
Franchise fees	\$690
Road-related revenues	\$3,501
Total incremental revenues	\$37,391
Incremental expenses	
Admin., buildings, & IT	\$13,090
Police (net)	\$16,249
Parks & rec. (net)	\$1,952
Development, bldg., engineering (net)	\$2,730
Road maintenance	\$0
Total incremental expenditures	\$34,020
Net incremental revenue/expense	\$3,371

*The estimated value of the homes is \$500,000.

Overall, this proposal has benefits to the city of offering a new housing type, adding to the tax base, future possible annexation, and providing Powell with more control over lands near its border. As such, staff would like to see more details in a future submission.

Staff Recommendation

Staff recommends the applicant proceed to the step of the review process with a preliminary development plan, taking into account comments by P&Z, residents, staff, and the Architectural Advisor.

2. MINOR AMENDMENT TO APPROVED DEVELOPMENT PLAN REVIEW

Applicant: Huli Huli
Location: 26 W. Olentangy Street
Zoning: (PC) Planned Commercial District
Request: To review a proposal to create a patio space at the back of an existing building.

Aerial Site Image: <https://goo.gl/maps/MtaVKaxksVQhGhXW7>

Project Background

Dustin Sun of Sun Properties purchased the property at 26 W Olentangy Street in 2018. Since 2016, he has brought forth multiple proposals to HDAC and P&Z, and got final approval from the City in 2018 to renovate the building and convert the space into a bar/tavern named Huli Huli with a number of conditions (see below). The establishment has now been open for over a year serving food and alcoholic beverages, and is seeking approval for the creation of patio space behind the building in response to Covid-19 and the future sustainability of his business.

Proposal Overview

The applicant is proposing to formalize his temporary outdoor patio space that was granted by the Ohio Department of Commerce (letter included in the submission). The patio space size would require the applicant to remove a parking space at the rear of his building.

Ordinance Review

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

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

Comprehensive Plan Consistency

The Comprehensive Plan analysis by Staff (p.13) from the previous P&Z review remains valid.

Staff Comments

Staff is in support of creating an ongoing outdoor patio space at the rear of the site. This applicant is unique from other restaurants and bars in the downtown in that they never had an outdoor patio space to begin with. Other businesses can return to their existing outdoor footprint after the temporary expansion allowed by the State. In this case, the applicant does not have an outdoor space to rely upon when the temporary expansion is lifted. Staff would like to make clear that they are not supporting the formalization of all the temporary expanded patios in the downtown core. This proposal has no outdoor patio space to begin with and should be viewed as an investment by the business owner.

However, the patio space does come at the cost of one parking space. When P&Z first approved this development, P&Z was required by code to reduce parking requirements by 50%. Since that time, the City code has changed and P&Z now has the discretion to grant a reduction in parking requirements or not ([1143.16.2\(h\)\(2\)](#)). When the development plan was first approved, the applicant was limited to forty (40) seats at all times, which then required fourteen (14) parking spaces. The applicant met this requirement by providing nine (9) spaces on site and renting five (5) spaces down the street (image provided in the packet). As a side note, the applicant is now on a month-to-month lease with the offsite parking property owner (see packet for letter from applicant). If no reduction in parking was initially granted, the applicant would have been required to provide approximately 28 spaces.

Staff would like to view this proposal as a continuation of the first approval. In that case, Staff would argue that the loss of one parking space for an outdoor patio space is a good investment for the City and the business owner. Staff believes that allowing this business to add an outdoor seating area, which they did not have prior, is in line with the vision of creating a vibrant downtown core. This approval would not only help the business owner in the short term with Covid-19 issues but also in the long term by providing more outdoor space for our residents. That said, Staff would like the applicant to clarify the maximum number of seats outside and to limit the total indoor and outdoor seating to the original forty (40) allowed by the previous approval.

Staff Recommendation

Staff recommends approval of the Minor Amendment to Approved Development Plan subject to the following conditions:

1. All Engineer Department comments are addressed.
2. The applicant continue with the limit of forty (40) seats total both indoor and outdoor.

CERTIFICATE OF APPROPRIATENESS – JULY 25, 2018

Project Background

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

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

Since that time, the applicant did his cost estimates and determined that the project needed to be scaled back. As such, the applicant came before P&Z and HDAC in December 2017 for review and approval of the revised elevations and site plan.

Now, the applicant had the foundation reviewed and cost estimates came in lower than previously expected. As a result, the applicant would like to go back to the previous, more elaborate, architectural design, yet retain the same seating (40) and conditions as previously approved by the Planning and Zoning Commission.

Proposal Overview

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

The renovations suggested in the proposal are listed below.

- Exterior Renovation
 - New Storefront Windows
 - New Side Paneling
 - Painting Existing Siding
 - Addition of 9 Parking Spaces
 - Addition of front “porch” with columned parapet
- Interior Renovation
 - New Restrooms
 - New Kitchen
 - Remodeled space for bar and dining area

Staff Comments

Staff has provided the previous staff reports for P&Z’s reference and will therefore, keep their comment succinct

As this is a request to revert back to the more elaborate and aesthetically pleasing architecture while meeting the seating and parking requirements, staff has no problem with the request.

To be clear the applicant is proposing 40 seats, which equates to 14 parking spots. The applicant has provided 9 spots on site and has an agreement with a neighbor to provide the additional 5. As such, staff appreciates neighbors working together and the applicant meeting the required number of parking spots.

Staff Recommendation

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

1. The applicant work with the city’s Public Service department to rearrange public seating adjacent to the structure.
2. Mock-ups of the signage are provided, however staff recommends allowing revisiting sign approval at a later date by Staff.
3. All Engineering Department comments and requirements are met.

4. All previous Planning and Zoning Commission requirements be met.

Current Proposal 12/13/17

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

In researching the building, it was found to have been built in three distinct phases over its lifespan. The proposal is to remove what had been its third addition, and turn that space into an outdoor patio. The remainder of the building will be rehabbed into the coffee bar/tavern. The proposal has 24 seats inside and 16 seats outside. That creates a total of 44 seats capacity. Parking requirement is one space required for every three persons capacity, which is 15, however the Planning and Zoning Commission can approve reduction to one-half (or 8 spaces) as it is within the Downtown Business District. A total of ten parking spaces are shown on the revised site plan, all on the applicant's property. The applicant has worked with adjoining property owners for additional parking, but that is now not needed per code requirements. He has, however, obtained permission for additional parking a bit down the alley to the west, and will have additional parking across the alley from the Country Carry Out, where they will also share the dumpster at the Country Carryout. Although this extra parking is not actually needed per code requirements, it is at his option.

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

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

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

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

End of 12/13/17 report

Project Background

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

The applicant took the proposal before P&Z on December 14, 2016. At this meeting, the P&Z members were favorable of the proposal but suggested that the applicant obtain a shared parking agreement with the neighbors and bring the proposal before HDAC before an approval would be considered. As a result, the

applicant has submitted their proposal for architectural review and comments from the HDAC to be provided back to P&Z. Following the next P&Z meeting, the applicant was given approval of the proposal.

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

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

Proposal Overview

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

The renovations suggested in the proposal are listed below.

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

Staff Comments

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

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

P&Z Staff Report

Ordinance Review

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

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

Comprehensive Plan Consistency

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

- Guiding Principle (pg. vi): The historic, small town charm of Downtown Powell should be preserved and enhanced. Downtown Powell should be a vibrant, accessible center of the community with a diverse mixture of uses and activities.
 - Staff believes the proposed renovation improves the property's compatibility with this principle.
 - The renovation is designed in a way that will better match the development style seen elsewhere in Powell. The construction materials used and the change in architectural style are two notable enhancements.
 - The addition of a dine-in/carryout restaurant adds diversity of building use to the Downtown corridor.
- Mixed Use Village Center Guidelines (pg. 30): Renovation proposal meets many Development Guidelines for the Mixed Use Village Center.
 - Commercial and mixed use buildings should be located adjacent to the public sidewalk with prominent main entrances and storefront windows.
 - High quality materials and architectural detailing is critical to ensure new development contributes to the village character.
 - Shared and interconnected parking areas should be provided behind commercial buildings. Parking lots should be physically linked together or accessible from public alleys.
- Transportation Plan (pg. 67): Although the property is close in proximity to the Four Corners, renovation of the building for this use would likely not create a noticeable impact on traffic or congestion beyond that of a normal addition of a mixed use site. This is speculative to the fact that the restaurant's parking is accessible from both Hall Street and Liberty Street by way of an alley at the rear of the building. Having primary parking accessible from several directions, mixed with on street parking in the front of the building, and two nearby public parking lots, the traffic impact should be nothing beyond normal.

Staff Comments

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

Downtown Revitalization Plan

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

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

Downtown Architectural Guidelines

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

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

(No longer relevant)

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

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

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

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

Staff Recommendation

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

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

Ordinance Review

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

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

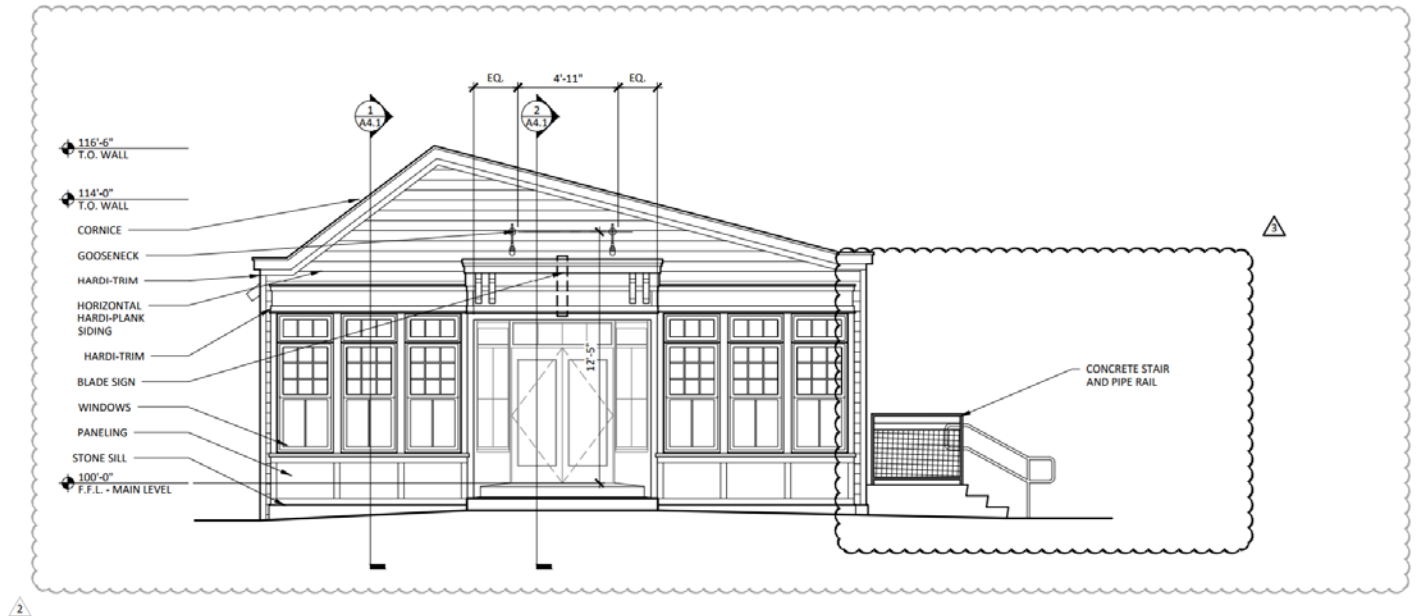
Staff comments follow the organization of the PAG. The structure of the comments below are as follows:

PAG topic area

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

Architectural Style and Elements (Page 6)

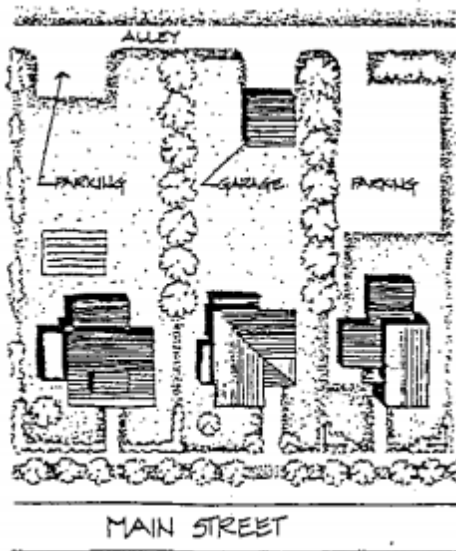
- The proposed project is generally in line with the architectural style recommended in the PAG.
 - The proposed building is in the general Midwestern rural aesthetic.
 - The existing building was added onto over time and although the building does not fit perfectly into the styles of the historic district,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



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

Site Considerations (Page 10)

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



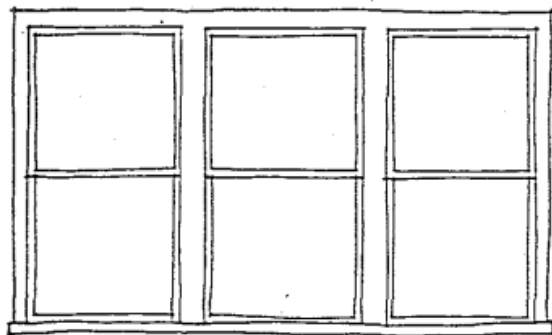
Building Materials (Page 21)

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

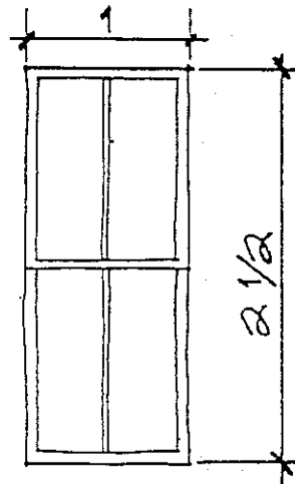


Architectural Elements (Page 46)

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



RIBBON WINDOW



2-OVER-2



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

Staff Recommendation

Staff recommends that the revisions be approved.