

**STAFF REPORT****PLANNING AND ZONING COMMISSION  
AUGUST 8, 2001****A. SKETCH PLAN**

**Applicant:** HER Realtors  
**Location:** Murphy Property Commercial, West of Murphy Parkway  
**Zoning:** PC, Planned Commercial District  
**Request:** Review of Sketch Plan for an 11,000 sq. ft. office building and approval to submit a Combined Preliminary and Final Development Plan.

HER Realtors would like to locate a regional office in Powell on one of the commercial lots within the Murphy Party Barn development located just north of the dedicated park. Access to the lot is provided by the full access point intersecting with Industrial Park Place to the north side of West Olentangy Street, as well as a shared access driveway with the park to the south. The approved development plan for the entire Murphy site shows this access drive as a way to provide access to the Murphy Parkway/Olentangy Street signal, as recommended by the traffic study.

The proposed building is a two story all brick building sitting on the middle of the site. Parking is provided on both sides and in front of the building. The applicant has met with staff several times to discuss options for the layout. The plans in your packet show two alternatives, with staff's preferred alternative being the one with the building at the 60 foot setback and parking in front. Normally, we would prefer no parking be located in the front. However, it is important to have the rear access drive and that takes up considerable room for parking. The front parking area can be screened with the white fencing and landscaping. A bikepath also traverses across the front.

The main issue staff has with this request is the provision of the rear access drive and the removal of some large trees at the rear of the property near the park. The access drive is important for public safety to provide for left turns at the signal for the commercial properties west of Murphy Parkway. Staff has developed a way for the access to work through the site parking areas, however this could also lead to some problems with traffic through a parking area.

Office uses are probably the ideal type of use for the commercial properties on the Murphy tract. Our zoning code recommends that for two story buildings, the eve line should be at the level of the first story. This creates a more low profile building but

also shows a lot of roof. The proposed building, although creating about 11,000 square feet, looks much smaller from the front with its "T" design.

Staff recommends that Planning and Zoning Commission allow the submittal of a Combined Preliminary and Final Development Plan.

#### **B. SKETCH PLAN**

<b>Applicant:</b>	<b>Oriental Trading Company</b>
<b>Location:</b>	<b>60 Clairedan Drive</b>
<b>Zoning:</b>	<b>PC, Planned Commercial District</b>
<b>Request:</b>	<b>Review of Sketch Plan for a 6,000 sq. ft. office building and approval to submit a Combined Preliminary and Final Development Plan.</b>

Oriental Trading Company is presently located on Grace Drive and they would like to build a new office building at 40 Clairedan Drive. The proposed building includes 6,000 square feet located on the center of the lot with parking to the east side and the rear. The building is a combination of brick and Dryvit stucco. Small office uses are the perfect uses for the lots on this street.

The building is located at a setback of 30 feet. This is a variance to the 60 feet recommended in the code, however this 30 foot setback will be consistent with what other buildings have been approved at on Clairedan in order to get parking to the side and rear.

Overall, staff is pleased with this proposal and recommend that the Commission allow the applicant to submit a Combined Preliminary and Final Development Plan.

#### **C. CERTIFICATE OF APPROPRIATENESS**

<b>Applicant:</b>	<b>Rick Lopez, La Tavola</b>
<b>Location:</b>	<b>33 Beech Ridge Drive</b>
<b>Zoning:</b>	<b>PC, Planned Commercial District</b>
<b>Request:</b>	<b>Approval of fenced patio seating area</b>

The owners of La Tavola Restaurant would like to install a fenced patio seating beside their restaurant, facing Olentangy Street and the Powell Center access drive off Beech Ridge Drive. They would also like to fence this area with a vinyl white picket fence and a portion of board-on-board fence five feet high. Fencing of the patio area is required for them to serve alcohol on the patio. All of this is shown on the drawings in the packet.

Requirements of the Board of Health and the Fire Department will have to be met. An additional gate has been provided to allow for clear access in the event of an emergency.

The applicant wishes to utilize white resin tables and chairs and plain white market style umbrellas with no signage. Descriptions of these items are included in the packet as well.

The site is adjacent to single-family residential (Olentangy Ridge), however the outdoor seating is faced away from the subdivision and is "buffered" by the Powder Room Range building to the north and east and the restaurant building. This patio is placed as far from the residential as practically possible for the layout of the building.

Staff does not anticipate any additional parking requirements from this addition. The site is adjacent to the Powell Center parking lot and has pedestrian access from this lot. The applicant has stated that there is an agreement with Powell Center to allow for overflow parking. Staff recommends that the pedestrian access to the Powell Center lot be improved with pavement or concrete.

Staff recommends approval subject to the above comments and landscaping being added around the perimeter of the fence where possible, that could be done with potted plants or hanging pots on the taller fence. New trees, specifically evergreens, could be planted along the east side of the site next to Olentangy Ridge, to increase the natural buffer. There should not be any additional lighting necessary, and no music should be allowed on the patio. The Commission also discussed the possibility of limiting the timing of seating new diners at 8 pm.

#### **D. PRELIMINARY DEVELOPMENT PLAN**

<b>Applicant:</b>	<b>John Messmore</b>
<b>Location:</b>	<b>South side of West Olentangy Street just west of the CSX Railroad</b>
<b>Zoning:</b>	<b>PC, Planned Commercial District HD, Historic District Overlay</b>
<b>Request:</b>	<b>Approval of Preliminary Development Plan for Powell Junction, a mixed use, office retail and residential development.</b>

The applicant is proposing a plat of 15 parcels (2.62 units/acre), reduced from 16 parcels in the sketch plan, to be developed on an individual building basis in a condominium style setting. Buildings would be mixed use and of a style matching that of the Historic District. A centrally located open space, with a detention pond, and two, increased from one, restaurant type users located on the out parcels are major components of the plan.

Access to the site is provided from an existing drive on the Peyton property to the west. The applicant needs to submit an agreement outlining this shared access drive and show the parking access and arrangement on the Peyton site. The centerline of the proposed drive is 215 feet west of the centerline of the nearest CSX railroad track. A traffic study prepared by Traffic Engineering Services, Inc. (TES) recommends the addition of both a left turn lane for westbound traffic and a right turn lane for eastbound traffic. The left turn lane would provide stacking for two to three cars. This should be sufficient to allow through traffic to pass but will require monitoring by Staff. Should over

stacking become a problem TES recommends that turning movements be restricted at peak hours. It also states that if future access were granted to the west of the site, this access point would not necessarily need to be made right-in, right-out only. The applicant needs to demonstrate that sufficient right-of-way is being dedicated to implement these turning lanes. The Engineering Department recommends the addition of a left turn lane to be provided on-site for traffic leaving westbound on Olentangy Street.

Zoning requires approximately one parking space per 200 square feet of floor area for office, five plus one per 400 square feet for retail, one per employee plus one per 125 square feet for dine-in restaurants. There is no standard in the Planning and Zoning Code for mixed-use developments. However, Staff has initiated a parking study in the Historic District along West Olentangy Street between the CSX railroad and Liberty Street. At the time of this report one survey had been completed. Including on-street and off-street parking and excluding the Municipal Building parking lot, there are 211 parking spaces within the study area and an estimated 43,008 total square feet of usable floor area. This equates to a parking space to floor area ratio of one space per 200 square feet. Although several businesses are closed on Mondays, at 11:00 am 19 spaces were occupied or 9% of the total spaces. Staff does not anticipate finding peak parking times exceeding 50% occupancy (106 spaces or one per 400 square feet). Staff will continue to monitor downtown parking. With 13 buildings being estimated at 3000 square feet and the restaurant type users being estimated at 7500 square feet, the required parking is estimated to be 180 spaces, using one per 300 square feet as a standard (161 are provided). The one per 300 standard was based on the initial findings of the parking study showing that one per 200 is likely too much parking and one per 400 not enough parking with two restaurant users. Staff feels that this number (161) is sufficient given the abundance of parking in the nearby area as illustrated from the initial findings of the parking study.

Parking will be organized with parallel parking along what is projected to be the front edges of the buildings, angled parking adjacent the central green, and head-in parking along the perimeter of the property and behind the proposed restaurant parcels. Staff has concerns regarding the size of the parking spaces being provided. Head-in parking scales to 18 feet and parallel parking is shown at 20 feet in length. The Zoning Code requires 19 feet and 23 feet lengths, respectively. Staff is very concerned with the location of the parking spaces, specifically the proximity of spaces to the most intense restaurant users. Within 250 feet of either of the buildings only 30-35 parking spaces are available. Staff recommends the parking lot adjacent to the Peyton property be vacated and made into a developable lot, thus moving the parking lot to Lot 4. The frontage of the lots along the western property line could be reduced to 50 feet (minimum required) and still meet the required lot size. This would enable the northern row of parking and the future access corridor to remain plus increase the total number of parking spaces by six, assuming 24 spaces fit on Lot 4 with two being lost to landscape bays. Another alternative would be to vacate Lot 3, extending Lots 1 and 2 south, making Lot 4 the corner lot, and reworking the road centerline. This would allow for a shared parking area on Lots 1 and 2.

Internal circulation of the site features a central loop with two east-west corridors being provided for future westerly access. Future access easements need to be shown and

text outlining the timing of these connectors needs to be submitted. The central loop is largely a two-way movement except for the western edge south of the parking area adjacent to the Peyton property. The circulator becomes one-way south at this point. Without a west access point being provided at this time, this creates difficult circulation movements. Staff recommends the angled parking on the east side of the one-way be revised to parallel and allow for two-way traffic movement. Even with a west connector this will ease the circulation pattern and eliminate potential confusion by users. Seven parking spaces will be lost to implement a two-way movement. The applicant needs to have the Liberty Township Fire Department comment on the circulation pattern, especially the acute turning radius at the southeast corner of the site.

Pedestrian access in the site is characterized by a combination of brick and concrete walks. The brick walks will be located around the central green and along Olentangy Street. Staff will need to work with CSX in establishing a pedestrian crossing allowing safe pedestrian movement across the railroad. Staff recommends the addition of three walks. The first being between lots five and six connecting the central green with the east side of the development. The second should extend from the parking area adjacent the Peyton property along the property line and access drive to Olentangy Street. Finally, Staff recommends a bikepath connector be provided at the southeast corner of the property to tie into a future path running through the open space of the Murphy development.

The site is a heavily wooded area. A tree survey needs to be conducted. Staff recommends a tree preservation plan be put in place with a tree-planting schedule to occur as the site is developed. Staff also recommends a scenic easement be established along the eastern and southern edge of the property to ensure that the buffer to the railroad is not lost. Additional screening should be required at the southern edge of the property as southbound circulation traffic will directly shine their headlights onto the backs of the single-family homes in the Murphy development.

The Engineering Department has concerns regarding the size (too small) and location (needs to outlet to the southeast corner of the parcel) of the detention pond. The applicant should obtain an engineer to clarify any storm water drainage and retention issues. This effort should be coordinated with Triangle Real Estate Services and EMH&T, the developer and engineer for the Murphy property. Additional comments from the Engineering Department will be given to the applicant.

Despite the parking and circulation concerns, overall Staff is pleased with the efforts the applicant has made. This development will serve as an extension of the historic downtown. The Historic District Commission voted unanimously at the July 19, 2001 meeting to recommend this application to the Planning and Zoning Commission for approval. Staff recommends the Commission approve the Preliminary Development Plan subject to Staff comments and allow the applicant to submit a Final Development Plan.

**AMENDMENT TO FINAL DEVELOPMENT PLAN**

**Applicant:** Powell Road Self Storage  
**Location:** 72 Industrial Park Place  
**Zoning:** PI, Planned Industrial District  
**Request:** To approve an Amendment to an Approved Development Plan allowing the outdoor storage of boats, trailers, and vehicles, rather than installing 3 storage facilities.

Staff has been aware of possible zoning violations at the Powell Road Self Storage facility. In April and May of this year, Staff conducted two walk-through inspections of the site. The inspections resulted in finding numerous Zoning Code violations. Please refer to the enclosed correspondence for more detailed information. One of the violations discovered, and the reason Powell Self Storage is amending the approved Final Development Plan, is the use of the land in the southwestern portion of the property.

The Final Development Plan was approved in 1996. This plan allowed the expansion of the facility west (east portion originally built in 1987). As part of that plan, enclosed storage units were to be constructed throughout the western lot. This construction was to occur in two phases with the southwestern portion, where the illegal land use is occurring, to be the second of two phases. Phase two called for the construction of three enclosed storage buildings (buildings four, five, and six) and was to be started in 1998 or sooner, according to the text of the Final Development Plan. Phase two never occurred and the land was used to fulfill a demand for outdoor storage space.

Section 1145.06 of the Planning and Zoning Code prohibits, among other things, the outdoor storage of boats, campers, trailers, and recreational vehicles in the residential districts of Powell. This requirement creates a demand for storage space, especially outdoor storage space, in Powell.

Given this and the fact that Staff has never received a complaint regarding the use of this portion of the property as outdoor storage, Staff recommends the approval of this amendment to an approved Final Development Plan with the following conditions:

- The two parcels on which this development is situated be made into one taxable parcel by filing an application for combination with the Delaware County Auditor;
- This outdoor storage area be maintained in compliance with the regulations of Codified Ordinances of Powell;
- A height restriction be placed upon the amended area to prohibit the outdoor storage of any item taller than twelve (12) feet; and,
- The landscaping be brought into compliance with the 1996 plan and additional landscaping, with year round 80% opacity, be added to the perimeter of both outdoor storage lots, especially the western edge abutting the Villages of Clermont Condominiums and the eastern edge along Industrial Park Place.