

**STAFF REPORT
PLANNING AND ZONING COMMISSION
FEBRUARY 12, 2003**

PRELIMINARY DEVELOPMENT PLAN

Applicant: Steve DeWesse, Esq.
Rutherford West Associates and Harold and Patsy Coleman
Rutherford Estates

Location: 43.47 acres located on the south side of Rutherford Road just west of the CSX Railroad.

Existing Zoning: Liberty Township FR-1, Farm Residential District

Proposed Zoning: City of Powell PR, Planned Residence District

Request: Approval of Preliminary Development Plan for 61 single-family dwelling units on 43.47 acres, including 2.85 acres of open space, for property in process of annexation into the City of Powell

The subject property is in the process of being annexed into the City. There are two properties involved in this development plan and each will have a different developer. However, in order to properly plan the development of both parcels, a common development plan is being prepared.

The Preliminary Development Plan indicates that there are now 61 single family lots being created on 43.47 acres for a little less than 1.4 du/ac density. There is one access point from Rutherford Road for this development due to the nature of the parcels and their location relative to the railroad. Also, when Golf Village to the west was planned and platted before it was annexed into the City, a second access point was not provided by a stub road.

The site is a mix of mostly open farm field and some woods toward the south end of the site. A stream traverses the site from west to east in the southern third of the site. It appears on aerial photos a small seasonal stream crosses the site in the northern third of the property. The site plan shows a system of loop street and cul-de-sacs with an open space area in the center of the plan that will be utilized for storm water retention and a small park for the residents of the development. These will be larger style homes on larger lots. Typical lot size in this development will be slightly higher than 0.4 acres.

This property is in sub-area B of the Northwest Area Plan adopted by both Liberty Township and the City of Powell. The plan calls for this area east of Sawmill Parkway to be developed as planned office due to the proximity of the railroad. Obviously, the Golf Village Development has diverged from the intent of the plan as residential components of that development exist east of Sawmill Parkway within this sub-area. Given the existing Golf Village single-family residential adjacent to the west, Staff feels a single-family residential development on larger lots would be appropriate in this location if careful consideration is given to the railroad tracks to the east. The Northwest Area plan recommends a maximum residential density of 1.5 du/ac in this sub-area. Open space considerations and other public improvements that further the public interest are expected to be a part of any development plan. This recommendation has been met.

The applicant has indicated that they will join this property into the Liberty Community Financing Authority. That means that the property owners will help to pay toward the debt the Authority has from the construction of Sawmill Parkway and the Golf Village sanitary sewer. In addition, the developer is providing pathway connections that could possibly tie into the Powell Pathway System in the future. Because of these issues, Staff recommends that the density proposed is appropriate and is consistent with code requirements for density. No public park dedication is being proposed, therefore the fee in-lieu-of land dedication will be required.

Since the Sketch Plan review, the applicant has revised the plans to address many of Staff's concerns. Based upon information submitted related to flood plain and wetlands, the applicant

has shown areas where calculated 100-year floodplain areas will be filled and where new 100 year flood plain areas created. Section 1145.26(d) does allow the Planning and Zoning Commission to approve fill within floodplain areas for a "beneficial purpose" which is not defined, and that the area is protected from erosion. These areas of 100 year floodplain are not identified on the FEMA maps as this stream was not studied. This type of floodplain management is appropriate as long as the carrying capacity of the floodplain is maintained, and that the floodway is not filled. What is proposed is appropriate at this stage. Once further engineering is conducted, then the status of the plan may need to be altered. Also, the developer will still need to obtain proper permits from the OEPA and the Army Corps of Engineers.

A traffic study was conducted as part of the Preliminary Development Plan. This traffic study indicates that a left turn lane on Rutherford Road is warranted by the development. The study also indicated that a right turn lane into the development is warranted at this time because the speed limit is higher than 40 MPH (if 40 MPH and below, the right turn lane is not warranted). Because of the higher percentage of vehicles that will be turning left out of the site, the City Engineer is recommending that the entrance be provided with a left turn out lane as well as a right turn out lane, and that the right turn in lane on Rutherford Road not be installed.

The plan shows some pathway connections. One to the west connects existing Golf Village to this subdivision. This pathway should be built all the way to Trail Lake Drive. There are two connections on the south side, at the end of each cul-de-sac that will connect to the future open space to the south. Staff also recommends that a pathway be constructed along the frontage of Rutherford Road in order to connect to the future pathway connection in the Woods of Powell plan. That connection will allow this subdivision to be directly connected to the pathway system at the soonest possible time. These pathways shall be installed prior to the adjacent homes being built. The proposed open space in the center of the plan will be owned and maintained by the Homeowner's Association.

The storm water management plan for this subdivision should bring as much storm drainage to the retention pond as possible. Alignment of some of the proposed storm lines and the number of direct discharge into the stream is still of concern. Further sizing of the retention pond will be determined during engineering plan review.

The applicant has not provided a letter from the Delaware County Sanitary Engineer regarding the feasibility of providing sanitary sewer service to the Golf Village sewer to the south. Any approval should be contingent that this approval be obtained. All other utility services can be provided.

The plan has shown proposed no build/tree preservation zones. These areas should be identified as Scenic Easements for their perpetual preservation, utilizing language the city has developed and utilized for other developments. Also, Staff recommends that some of these areas can be somewhat enlarged from that which is proposed and other small areas added.

Some treed areas will be removed because of street and utility construction. However, the developer has submitted a tree planting plan that includes street tree plantings, plantings within the open space and a typical lot planting plan that will provide tree plantings that will more than satisfy tree replacement requirements.

As requested, the applicant has submitted typical home designs proposed for this development.

Because of the Golf Village development, the best use for this property is for single-family residential purposes. The density as proposed does meet the requirements of the Northwest Area Plan and the requirements of the Zoning Ordinance as there is public benefit being derived from their pathway installation and their proposed attachment to the Liberty Community Financing Authority. Lots are consistent in size and homes are consistent with those being built within Golf Village. Open space is being provided with a centrally located private park space for the residents

of the subdivision as well as scenic easement areas for the preservations of existing wooded areas on the lots. Pathway connections are being provided. Turn lanes at the main entrance are being provided to handle the traffic demand presented by the subdivision. Staff recommends approval of the Preliminary Development Plan for Rutherford Estates with the following conditions:

1. That all floodplain management requirements be met and coordinated through Staff.
2. That a left turn lane be provided west bound on Rutherford Road.
3. That a right turn lane out and left turn lane out be provided on the street intersecting with Rutherford Road.
4. That a pathway be shown along the frontage of Rutherford Road and constructed with the roadway improvements.
5. That the pathway connection to the west be connected to Trail Lake Drive.
6. That the applicant provides documentation from the Delaware County Sanitary Engineer at the time of submitting the Final Development Plan that sewer service can be provided to the site from the Golf Village sanitary sewer to the south.
7. That the no build zone/tree preservation areas be designated Scenic Easement utilizing language developed by Staff.

PRELIMINARY DEVELOPMENT PLAN

Applicant: M/I Schottenstein Homes
The Woods of Powell

Location: On the north and south side of Rutherford Road, north of Powell Place and east of Middlebury Estates, and south of the Wyandot Elementary School.

Existing Zoning: Liberty Township FR-1, Farm Residence District and PR, Planned Residential District

Proposed Zoning: Powell PR, Planned Residence District

Request: Approval of a Preliminary Development Plan for 205 single-family lots on 133.31 acres, including 63.47 acres of dedicated open space

Staff received revised plans for this development on Friday. A Staff Report will be prepared on Monday and emailed to all Commissioners either Monday or Tuesday. We apologize for any inconvenience.

SKETCH PLAN

Applicant: HER Realtors

Location: 379 West Olentangy Street

Zoning: PC, Planned Commercial District

Request: Review of a Sketch Plan for an 8,000 sq. ft. Real estate office building and approval to submit a Combined Preliminary and Final Development Plan

The site is located in the Murphy commercial area along West Olentangy Street. From the Olentangy Street and Murphy Parkway intersection heading west, this is the second lot. To the west of this site is the proposed Kenney Company retail center and nearly complete Goddard School. To the east is the vacant corner lot.

HER Realtors received approval in October 2001 for a Combined Preliminary and Final Development Plan on this same site. At the time, an 11,000 square feet, two-story, colonial style office building was proposed. Since then, HER Realtors has revised their business philosophy, which includes a new building design and layout. This new philosophy, known as Real Living, is what is being proposed for the city of Powell.

Staff is very pleased with this proposal over the previous approval. The building is 8,000 square feet on one-story. Based on prior discussions with the applicant, Staff anticipated a two-story

building. Although colonial elements still remain in the architecture, the design has been completely reworked. The building is entirely brick with a matching fence surrounding a courtyard, which serves as the main entrance. Staff has no concerns architecturally and will rely on comments from the Architectural Advisor.

The site layout remains for the most part intact. Access is provided via a shared full curb cut on Olentangy Street and two points off the rear access drive. The greatest change is the removal of the parking from the east side of the building. Overall the parking provided in this proposal is 37 spaces compared to 54 in the previous submittal. All setbacks are met, including the front with the brick/stone/wrought iron fence that encloses the well landscaped courtyard. All trees that were preserved in the previous approval are preserved in this submittal.

Staff has two concerns. With only nine spaces directly accessible, the eastern rear entrance is not needed. A simple dead end parking aisle off the west entrance with head-in parking to the south is sufficient for nine parking spaces. Doing so eliminates an access point, still protects the worthy-of-saving trees, and allows for more green space. Staff's other concern is with the amount of space provided for perimeter landscaping (70% of the foundation perimeter must be landscaped). A sidewalk is directly adjacent the building on the west side and only one foot of landscape bed has been provided on the south side. The applicant needs to examine this issue.

Overall, Staff feels this proposal will fit in much better with the overall architectural style that is developing in the Murphy commercial area. The applicant is requesting permission to proceed with a Combined Preliminary and Final Development Plan. This is the process followed on the other sites, including the previous approval for this site. Staff has no objections to a Combined submittal.

SKETCH PLAN

Applicant:	Angelo Cordi
Location:	190 West Olentangy Street
Zoning:	PC, Planned Commercial District
Request:	Review of a Sketch Plan for mixed use development on 2.3 acres and approval to submit a Combined Preliminary and Final Development Plan

The site is located at the northwest corner of Lincoln Street and West Olentangy Street and is currently vacant. In late 2002, a structurally unsafe and blighted single-family house and barn were demolished on this property. In the mid-1990s, this property was given orders by the Ohio Environmental Protection Agency (OEPA) to clean up the site. The property has been cleaned by the applicant per the OEPA's orders through the Voluntary Action Program (VAP). There are no outstanding issues on this site with the OEPA. This property is also located in the Historic District Overlay.

Staff is excited about the possibilities of the development of this site especially in combination with the 6.7 acre vacant parcel adjacent to the west of this site, which is also in the Historic District Overlay.

Access to the site is proposed via one full access point on West Olentangy Street across from the eastern Lapcraft entrance and two full access points on Lincoln Street. The southern entrance on Lincoln Street is directly across from existing public right-of-way, which was originally intended for an alley extension across the railroad. At this time there are no plans to extend the alley and the property owners on the east side of Lincoln have discussed the possible vacation of that public right-of-way. Regardless, the Lincoln Street entrances are located at logical points.

Staff is concerned with the West Olentangy Street access point. First, a traffic study will be required. There are numerous existing driveways between Lapcraft and the railroad. With the proximity of the railroad, it is very important to limit any additional access points on Olentangy

Street and to maximize the distance from the railroad. Staff is considering not allowing an access point on Olentangy Street for this site. The alternative would be a shared access on the 6.7 acre vacant parcel across from the western Lapcraft entrance. This would maximize the distance from the railroad and eliminate one potential future access point. This plan does show two future extensions to the west vacant parcel and Staff is considering a northern connection. Staff anticipates that plans for this vacant tract will develop in the near future. The applicant needs to provide a site plan showing all existing and proposed developments and infrastructure within 250 feet of this site.

Since this property and the vacant property to the west serve as transition properties from Village Pointe Shopping Center, a typical suburban style development, to the Historic District, a traditional style development, the applicant is proposing a staggered front setback. The west building, or building 1, is setback 38 feet from Olentangy Street and the east building, or building 2, is setback 20 feet. Both would be a divergence from the 60 feet requirement of the Planned Commercial District. The applicant is requesting a divergence of the side setbacks for building 1, 13 feet, and building 4 (future development), 9 feet. Twenty-five feet is required. Staff is not concerned with the building 1 divergence but building four should be made 10 feet as that is what is required in the Old Powell Commercial District.

The site plan shows three buildings with a future phase containing one building. These buildings are 9,666 square feet, 10,112 square feet, 13,773 square feet, and approximately 10,000 square feet in the future phase. The area calculations provided on the plan indicate there is 17,100 square feet of building coverage. However, this does not include the future phase. With the future phase the building coverage is estimated at 22,000 square feet, which is 22% lot coverage. This would be a divergence from the 20% maximum.

Parking is provided with parallel parking spaces along Lincoln Street and a parking lot interior to the site. The overall parking layout is properly designed for a traditional development. However, Staff has several concerns with the parking for this site. First the parallel spaces on Lincoln Street are too short. While 20 feet stalls are appropriate for 90 degree parking, at least 23 feet is required for parallel spaces. The applicant is proposing 54 spaces or a ratio of 1 space per 621 square feet of floor area. Although Staff does not want to over park the development, this is far too few parking spaces. Staff believes this is a function of too much building floor area and inefficient parking design.

Typically in the Historic District, developments occur at a floor-area-ratio (FAR) of 0.4. A floor-area-ratio is a measure of density that is commonly used when the typical units per acre measure is not practical for a development, which is the case in this development. It is nothing more than the total floor area divided by the total lot area. In this case the FAR, including the future development phase, is 0.44. Staff feels this is slightly high for this site. By removing 3,300 square feet of building area the applicant can achieve a FAR of 0.4, reduce the parking requirement, and provide additional space for parking. Staff recommends the applicant reduce the building area. Staff has identified additional areas for parking on the site, including some adjustments to the proposed parking, and will work with the applicant to incorporate these areas. In total, Staff has allowed for 75 parking spaces including 3 handicap spaces.

Since this property is located both a Planned Commercial District and the Historic District Overlay, the applicant needs approval from both this body as well as the Historic District Commission (HDC). Typically, architectural details are left to the Historic District Commission although this Commission has offered architectural comments to the HDC. Staff suggests the same be done here and perhaps a joint meeting be held in the near future. These buildings are larger than what is typical of the Historic District Overlay. Being a transitional piece of property, Staff is not concerned with building size provided appropriate measures are taken to break the massing of each building. The applicant is on the right track but Staff would suggest variations in story height and building material.

The applicant is requesting permission to submit a Combined Preliminary and Final Development Plan. Due to the access management concerns and that two Commissions need to review this plan, Staff recommends a Preliminary Development Plan be submitted prior to a Final Development Plan.

PROPOSED AMENDMENT TO THE ZONING CODE

To Amend Section 1147.12 To Include Standards For The Installation Of Approved Exterior Wall Materials.

This item was tabled at the January 8, 2003 meeting until this meeting. As previously stated by Staff, City Council is investigating the cement-fiber issue and will be producing a "position" paper in the very near future. Due to this investigation, Staff recommends this item be tabled indefinitely.

APPLICANT: M/I Schottenstein Homes
The Woods of Powell

LOCATION: On the north and south side of Rutherford Road, north of Powell Place and east of Middlebury Estates, and south of the Wyandot Elementary School.

EXISTING ZONING: Liberty Township FR-1, Farm Residence District and PR, Planned Residential District

PROPOSED ZONING: Powell PR, Planned Residence District

REQUEST: Approval of a Preliminary Development Plan for 205 single-family lots on 133.31 acres, including 63.47 acres of dedicated open space.

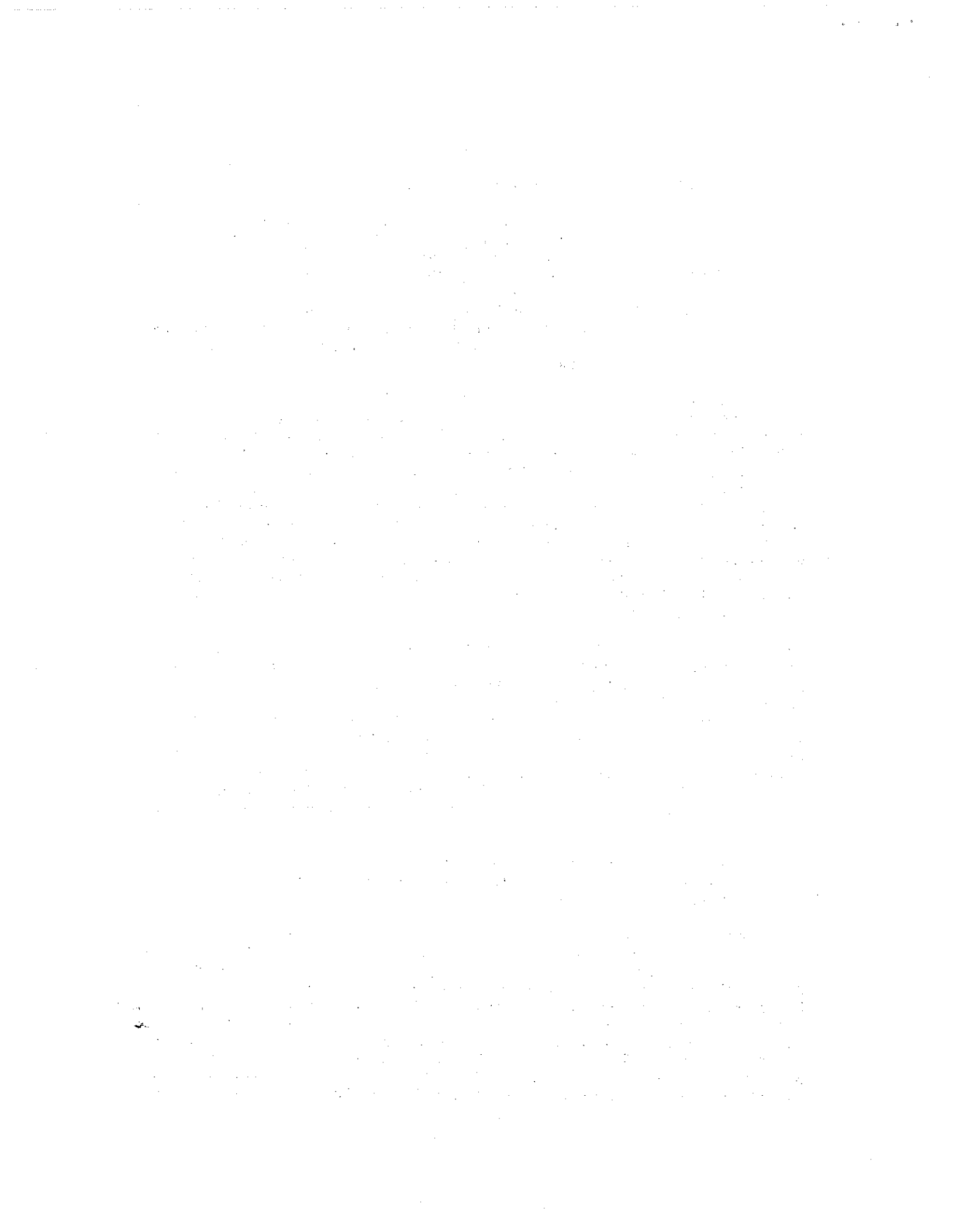
The subject property is in the process of being annexed into the City. There are two distinct properties involved in this development plan; however the applicant is tying both parcels together with similar lots and home styles in order to create one harmonious development. One property is on the south side of Rutherford Road and is presently adjacent to the Middlebury Estates and Powell Place subdivisions where stub streets exist for their future connection into this property. The property is wooded and a stream, Lick Run, traverses the property from west to east that takes drainage from the west side of the railroad. There is a 100-year floodplain and floodway identified on the FEMA Flood Hazard Maps. There is also an existing man-made pond on the property where the applicant is proposing open space and probably will design the area to accommodate some of their storm water control. The northern property is a mix of open fields and woods, and surrounds Wyandot Elementary on three sides. Access to this site will be via the main entrance from Rutherford Road and a secondary access is now shown at Liberty Road between Carriage Road and Rutherford Road.

The applicant has developed The Lakes of Powell and is proposing to develop the Woods of Powell in a similar manner. The typical lot is 70' x 130' as proposed in this plan; however there are quite a few lots that are much larger than the typical, especially adjacent to Middlebury Estates and Powell Place subdivisions. By clustering the lots and the streets in this plan, the applicant is able to create a large amount of the plan as dedicated open space (44%). The proposal contains a total of 197 single family homes on 134.2 acres, creating a gross density of 1.47 du/ac. This property is in Sub-Area D of the Northwest Area Plan adopted by both Liberty Township and the City of Powell. That plan identifies a maximum density allowable in this sub-area is to be 1.5 du/ac. That means there can be a maximum number of dwelling units of 201. The Zoning Code begins at a base density of 0.7 du/ac and with the maximum amount of density bonus a maximum of 1.7 du/ac can be realized.

There are two ways that a developer can obtain density bonuses:

- Development of a Parkway as identified in the Comprehensive Plan
- Dedication of land to be used for public purposes

There are no Parkways that need to be built which are through or directly adjacent to this property. However, as identified on the Traffic Impact Report, there is a need today, prior to this development, for a left turn lane northbound on Liberty Road at Carriage Road. Staff's analysis of the Traffic Report also shows that due to the development, a northbound turn lane at Rutherford Road should also be warranted. Currently, this intersection is outside of the City's jurisdiction. Liberty Road is a County road; therefore the County Engineer will need to coordinate any improvement to this intersection. Also, the intersection of Rutherford Road and Liberty Road is in the County's jurisdiction. The developer should install a turn lane northbound on Liberty Road at Rutherford Road due to the impact of the development on that intersection. The developer has identified that a left turn lane will be installed on Liberty Road northbound at Carriage Road. It is



probably likely that with this improvement a southbound left turn lane would be designed for Liberty at Carriage as well. This off site improvement, because it is already warranted prior to the development and not required due to the impact of the development, should be credited as a public improvement much like a parkway credit would be given.

The Preliminary Development Plan shows a tremendous amount of open space (44%) due to the clustering of the street and lot layout. A portion of this open space, Reserve A (39.3 acres), is proposed to be dedicated to the City to be part of the park system. This property, which some people can claim to be a useless property due to its configuration, jurisdictional wetlands, and possible environmental concerns, has great potential to become a very nice passive park space that can be utilized as a nature preserve and educational wetland area by both the City and the nearby schools. Staff is currently working with an environmental consultant to review the reports that have been prepared by various environmental specialists. This will help the City to determine if any real environmental concerns exist. This wooded site is three times the size and just as nice as the existing Beechwood Park site. We will have a good review of the environmental reports by the Final Development Plan. Photos of the wooded site proposed for this park are attached. It is Staff's opinion that the clustering of the development and preservation of the treed open space, and the dedication of the large park area and construction of pathways as outlined further on in the Staff Report, is a much better plan not only for this specific property but for the entire community as a whole. Although there is demand for open field play areas, there are other places where the City is looking to place a field complex. Passive wooded open space has a lot of value to a community. Even if not immediately seen by the general public, these kind of spaces retain areas for wildlife to live, trees that help clean the air, and special places for residents to visit once in a while. The property is located within the area designated by Liberty Township as a "Civic Corridor." The preservation and enhancement of the existing wooded site for public open space that is directly contiguous to two schools, a recreation center, a future active park site behind the recreation center, and with potential connection to existing Liberty Park via the pathway system would be a tremendous civic improvement to the area.

Therefore, Staff can show that a proposed density of 1.4 du/ac can be justified by both the adopted Northwest Area Plan and through the requirements of the Zoning Code. Certainly, the amount of open space and pathway development is much more than what minimally would otherwise be required. Also, completion of a presently needed turn lane on Liberty Road at Carriage Road is a transportation improvement otherwise not required, and can be compared to a parkway development (0.7 du/ac base + 0.5 du/ac. open space beyond 20% and extensive pathway development + 0.27 for turn lane improvement). Certainly, the 0.27 du/ac credit for a turn lane improvement is going to be a subjective number. For this 134.3 acres, that is an additional 36 dwelling units. The cost estimate for the turn lane improvement is about \$200,000. The construction of a parkway costs approximately \$200 per lineal foot. Therefore, one can equate this turn lane improvement to the construction of 1,000 feet of parkway. All of the cost estimate numbers will need to be verified.

As a comparison, let's examine the length of Bennett Parkway through Liberty Hills. One thousand feet of parkway is almost equal to the distance along Bennett Parkway from South Liberty Street to Briar bend Boulevard (approximately 1,100 feet). The length of Bennett Parkway from South Liberty Street to Shale Ridge Court (that which was built through Liberty Hills) is approximately 2,400 feet.. Therefore $1,000/2,400 = 41\%$. A density credit of 0.5 du/ac multiplied by 41% equals a 0.20 density credit. Therefore, $0.7 \text{ du/ac base} + 0.5 \text{ du/ac pathway \& open space} + 0.2 \text{ du/ac roadway improvement} = 1.4 \text{ du/ac}$, which can be a justified density within the zoning code and conforms to the policies within the northwest Area Plan.

Open space and clustering provisions with the Northwest Area plan is tied together. If a property can achieve 40% open space then the maximum gross density of 1.5 du/ac can be achieved. The net density of the developed area in this scenario would need to be 2.5 du/ac. The proposal by the developer indicates a net density of 2.6 du/ac. The lot sizes can probably be adjusted to



increase the net acreage developed and decrease the open space to 40% to meet this requirement.

Another matter to consider is the overall "civic design" of the neighborhood as it relates to this area of the City. This area can be considered a transition area where somewhat smaller lots within the city and the edge of the Township transition to larger lots within the township. The larger lots within the Township are either east of liberty Road or along the Rutherford Road frontage, which has developed through the years with larger parcels split from original farm tracts, which typically happens in rural areas. The design problem exists when a suburban type development, a residential subdivision, is placed within what is a growing city and within what has been historically a rural township. The township south of Home Road, however, is no longer rural it is suburban with rural influences. So, that is what we should also try to emulate in this design.

The overall layout is a classic conservation cluster development, trying to put most of the homes within the areas that development fits the most (the open areas) and preserving the wooded portions as best as possible. The southern parcel (Cameron) has been laid out with larger lots at the periphery to the existing subdivision and brought smaller lots to within the interior of the property, leaving around the outside of the property as a natural tree-filled buffer. The northern parcel (Wallingford) has placed smaller lots within the open field area of the property, and preserved a tree filled area to the west as a buffer and to the north as an expansion of already held public lands creating the ability to have natural passive recreation areas adjacent to very active educational and recreational areas. This wooded area is one of the nicest wooded lots that is left to exist within the community.

The Commission has a choice to determine between an extensive cluster type development that has been proposed, or to have larger lots spread out over more of the property. That is clearly a choice that needs to be made in terms of the overall civic design of the subdivision. The developer can show that it can meet the policies and recommendations of the Northwest Area Plan, which is the Comprehensive Plan for this area, and the requirements within the Zoning Code, with a slightly less density that is shown (188 lots or so). The hurdle to get over is how it is to be designed.

Staff is of the opinion that a compromise can be reached without compromising community design and still preserving an extensive amount of open space. The south property has a good layout and still provides the community design aspect even if it has some smaller lots. The clustering creates the buffering needed to achieve that. That property currently shows 62 lots. That leaves, if 188 lots is the total number allowed, 126 lots remaining for the northern portion. That can be achieved with lots sizes 90 feet in width, and a cul-de-sac street extending north into what is now proposed as open space (see amended 90 foot wide plan attached.) Staff is also recommending the bike path connections and the turn lane improvements needed at Rutherford Road and Carriage Road as may be determined by the County Engineer.

The County Engineer's office has yet to review the proposed development and needed roadway improvements. That should be done prior to the Final Development Plan approval. Staff asked the developer to examine a roadway connecting to Liberty Road (Mendolin Way) rather than connect it to Carriage Road. We have found that the safety of drivers on Liberty Road with the additional intersection and turning movements would be compromised and we recommend that the original street connection be done.

Architecturally, the home styles fit with houses being built in other parts of the City and Liberty Township. The applicant is proposing vinyl siding and all of the brick upgrades that were a part of the Lakes of Powell plan. Staff is opposed to the use of vinyl siding at this location due to the fact that the only other use of vinyl siding is the third phase of Powell Place and only on the sides and rear. Staff does support the use of fiber-cement cement siding that the applicant has indicated in the development plan as a alternative. This is also assuming that the applicant also commits to the brick plinths, stoops and lead walks as in Lakes of Powell.



Please review Section 1143.11 (g) on pages 153-154 of the Zoning Code regarding the approval requirements of the Preliminary development Plan. Staff believes that if the developer can meet the recommendations stated in the above report, then they can meet the requirements of this section, and the Preliminary Development Plan can be approved. The applicant should be willing to allow for the Commission to review revised plans addressing these issues and submit plans that show these changes at a future meeting.

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