

ITALIAN VILLAGE SPECIAL MEETING MINUTES

Tuesday, January 13, 2015

1:00 p.m.

50 W. Gay St. – First Floor - Conference Room B

Commissioners Present: Todd Boyer, David Cooke (left 1:48 p.m.), Ben Goodman, Rex Hagerling,

Commissioners Absent: Joshua Lapp, Jason Sudy, Charmaine Sutton

City Staff Present: Connie Torbeck, Dan Blechschmidt

Applicants Present: Brad Howe, Karrick Sherrill

I. CALL TO ORDER (1:05 p.m.)

II. SWEARING IN OF CITY STAFF

III. IDENTIFICATION OF COMMISSIONERS PRESENT

IV. SPECIAL MEETING IN ACCORDANCE WITH CITY CODE AND COMMISSION BYLAWS

City Code Chapter 3119.33 Italian Village Commission Organization

As soon as convenient, after the members are appointed by the mayor, the commission shall meet and organize by the election of a chairman and secretary. The commission shall adopt bylaws governing its procedure and provide for regular and special meetings. The commission shall take official action only by a vote of a majority of the members voting on the question on the table, during a public meeting at which there is a quorum. A quorum exists when a majority of the members appointed to and serving on the commission are physically present at the meeting. All commission meetings shall be open to the public. A record of proceedings shall be maintained and available for inspection. Notices of all commission meetings shall be published in the City Bulletin. (Ord. 2229-04 § 6 (part).)

Italian Village Commission Bylaws: ARTICLE VII (1): Procedures

The Chairman shall cause an agenda to be developed and available to all members five days in advance of each meeting. The agenda shall include each application for a Certificate of Appropriateness listing the applicant's name, address of the property in question and the nature of the change desired. Other agenda items dealing with demolitions, zoning changes, or other issues which come under the purview of the Commission shall also be listed. Additional items may be added to the agenda at the Chairman's discretion at any time. Applications for Certificates of Appropriateness shall be considered first in order of application at all regular Commission meetings. Other agenda items may be considered in any order, at the Chairman's determination, at Special and Emergency Meetings and at regular meetings after all Applications for Certificates have been considered.

V. APPLICATION REVIEW

1. 15-1-2

No Address – Burwell Heights (formerly 89 thru 117 E. Fifth Ave./SW corner of Summit Street & Fifth Ave.)

Karrick Sherrill/Shremshock Architects (Applicant) Brad Howe/Burwell Investments, LLC (Owner)

This application is Phase II of a mixed-use project. Construction of the associated eight townhomes, facing onto Greenwood Avenue, was approved at the December 9, 2014 Special Meeting, with final drawings to be approved by Chair Hagerling and Commissioner Boyer.

The focus of this special meeting is to discuss potential locations of a curb cut for the Burwell Heights/Burwell Station development. An application, site plan, and current photographs have been submitted.

New Construction/Phase II (Burwell Heights/Burwell Station)

- New construction to include (possibly phased) a five-story, mixed use building and a four-story, mixed use building. Buildings to be connected above the entrance drive.

- New development to include 70 parking spaces one level below grade and 26 parking spaces at grade level.
- The Burwell Heights building to include a retail and residential common area at grade level, with four floors of wood frame, R-2 construction to be located above first floor.
- The three-story Burwell Station building to include commercial with four residential units.

Following presentation by the Applicants, Chairperson Hagerling opened the discussion, and the following observations were made regarding the proposed project to assist the Applicant/Owner in preparing for further review at a future IVC hearing.

Commissioner/City Staff Comments

Daniel Blechschmidt:

- Briefly discussed the role of the Department of Public Services in coordinating bus stop locations with COTA.
- The biggest concern is making sure there is sufficient separation between the proposed curb cut and the intersection with Fifth Avenue. The distance should be maximized as much as possible.

David Cooke:

- Is pleased to know that Greenwood Avenue will not be relied on as the only access for the development. Could take the position that the proposed curb cut on Summit Street is not really a new curb cut, but reuse/reincorporation of an existing curb cut. Will be a positive thing for trash removal, deliveries, etc to have a separate access from Greenwood Avenue.
- Noted that, since Summit is a one-way street going south, the problem of cars exiting to go north would be eliminated.
- Likes seeing that the Burwell Station building has been separated out from the Burwell Heights building, as it reduces the mass at the southeast corner. It also creates a step down before reaching the adjacent historic house.
- This development will create a new gateway into Italian Village. It may be an opportunity to consider new entry point signage.
- Will be interested to get more information about street lighting, which could provide security and draw people down Fifth Avenue from High Street.
- Regarding the sidewalk space between the north wall of the building and Fifth Avenue, does not see the proposed setback of the building as being unique of different from the surrounding buildings. The existing building on the northeast corner sits very close to Fifth Avenue and Summit Street. The two houses to the west sit very High on Fifth Avenue and don't seem to read in the same line as the proposed Burwell Heights building.
- Will want to see some modulation and pockets along the north elevation, not a single line or uniform plane.

Todd Boyer:

- Wants to understand more about the grade differentials between the north and south sections of the development. What kind of separation will be provided between the two sides, e.g., wheel stops, fencing?
- Thinks that a curb cut on Summit Street will be fine.
- Will want further discussion regarding the "service and delivery access and stacking" area. It seems to be a necessary element, which keeps all of the deliveries isolated to one site. It just needs to be figured out so it is very accommodating to meet the required needs.
- Thinks the site plan is well thought out. It is a good way of stepping down to the existing house. Whether or not the "bridge" works will depends on the architecture. It could be successful.

Ben Goodman:

- The Burwell Station "island" seems a bit small. The separation of the two buildings seems like a good gesture, but would like to see a more substantial storefront. Asked about the possibility of moving the curb cut a bit north.
- Maximizing the on-street parking on Summit Street should be considered in determining the final location of the curb cut.
- Responded positively to Mr. Sherrill's discussion of bumping the curb out at the corner of Fifth and Summit, then pulling it back in to create parking space.

- Has some concerns about the “service and delivery access and stacking” area. There is a lot of area dedicated to vehicular parking and movement. Has concerns about the loss of green space.
- The more paving there is, the more specialized the paving should be.
- Has concerns about the sidewalk space on the Fifth Avenue side. Is there sufficient space between the building line and the curb line? Is concerned about the impact on the houses to the west. The quality of the space needs to be considered. Perhaps a cantilever could work on the Fifth Avenue side to increase the sidewalk space.
- Asked if the City has any right-of-way improvement plans that would take any of the space. (Mr. Blechschmidt replied that no widening is expected. Will need to look at r-o-w needs for infrastructure improvements/adequate pedestrian improvements at the corner).
- Likes the idea for the potential outdoor space that is created along the northeast end of the Burwell Heights facade.
- Reiterated that addressing the issues of bus stop location, curb line investigations, the bikeway, and parking stall lengths seems to be the next step to defining where the curb cut will be located. Also, concerns about the amount of paving/lot coverage and materials on the interior of the site.

Rex Hagerling:

- First choice for a curb cut would be on Fifth Avenue, but a location on Summit will also be okay.
- Does like that Burwell Station is a separate building. It is still substantially larger than the existing house, but steps down from the mass on the corner.
- Canting the front wall to match the alignment of Summit Street may be something to consider.

NO ACTION TAKEN

VI. OLD BUSINESS

VII. NEW BUSINESS

VIII. ADJOURNMENT

MOTION: Boyer/Goodman (3-0-0) ADJOURNED (1:50 p.m.)