

MINUTES OF THE REGULAR MEETING  
WORTHINGTON ARCHITECTURAL REVIEW BOARD  
WORTHINGTON MUNICIPAL PLANNING COMMISSION

July 22, 2010

The regular meeting of the Worthington Architectural Review Board and the Worthington Municipal Planning Commission was called to order at 7:30 p.m. with the following members present: Richard Hunter, Chair; James Sauer, Vice-Chair; Kathy Holcombe, Secretary; Chris Hermann; Mikel Coulter; Jo Rodgers. Also present were Lynda Bitar, Development Coordinator and Clerk of the Municipal Planning Commission, and Melissa Cohan, Paralegal. Amy Lloyd, and Scott Myers, City Council's new representative to the Municipal Planning Commission were absent.

**A. Call to Order – 7:30 p.m.**

1. Roll Call
2. Pledge of Allegiance
3. Approval of the Minutes of May 13, May 27, and July 8, 2010.

Approval of the minutes was moved and seconded, and all members said aye.

4. Affirmation/Swearing in of Witnesses

Mrs. Bitar swore in those who planned to speak.

**B. Architectural Review Board**

**1. New**

- a. Front Steps – **844 Oxford St.** (Brad Orndorf/ Chris Bradley & Jason Krauss) **AR 44-10**

Discussion:

Mrs. Bitar reviewed the facts from the application and commented the photographs of the house show the house has been well cared for. Mr. Hunter asked if the applicant was present. Brad Orndorf approached the microphone and stated his address at 5800 Porter, Centerberg, Ohio 43011. Mr. Orndorf explained that the steps needed to be replaced and they wanted to match the rail of the one that already existed. Mr. Sauer said that he had no problem with the stairs, but cautioned that they might be a little dangerous because the rail is not adjacent to the door. Mrs. Bitar explained that the plans had already been approved by the Engineering Department, and that the plans call for the stair steps to be 4' wider than the existing steps. Mr. Hunter asked the audience if there was anyone present that was for or against the plans, and no one came forward.

Findings of fact:

1. The applicant is requesting approval to replace the existing concrete steps with wood/composite stairs. The new stairs will be approximately 4' wider than the existing.
2. The new wood rail will match the style of the existing porch rail, but have slightly wider posts.

Conclusion:

1. The proposed replacement will be an improvement and is appropriate.

Mrs. Holcomb made a motion:

**THAT THE REQUEST BY BRAD ORNDORF FOR A CERTIFICATE OF APPROPRIATENESS TO REPLACE THE FRONT STEPS AT 844 OXFORD ST. AS PER CASE NO. AR 44-10, DRAWINGS NO. AR 44-10, DATED JULY 2, 2010, BE APPROVED BASED ON THE FINDINGS OF FACT AND CONCLUSIONS IN THE STAFF MEMO AND PRESENTED AT THE MEETING.**

Mr. Hermann seconded the motion. Mrs. Bitar called the role. Mr. Hunter, aye; Mr. Sauer, aye; Mrs. Holcombe, aye; Mr. Hermann, aye; Mr. Coulter, aye; Mrs. Rodgers, aye. Mr. Hunter said it has been approved.

b. Roof Exhaust Fan – **2151 W. Dublin-Granville Rd.** (Mike Wilkins) **AR 45-10**

Discussion:

Mrs. Bitar reviewed the facts from the application. The applicant needs to install a ventilation hood system so that G. Worthy's Bar and Grill can offer a wider variety of food. The exhaust fan is very similar to the ones that have already been installed by neighboring tenants, such as Cameron's and Rotolos. Mr. Hunter asked if the applicant was present. Mike Wilkins approached the microphone and stated that his address is 7995 Cedar View Blvd., Westerville, Ohio 43081. Mr. Sauer asked Mr. Wilkins if the exhaust fan will be able to be seen from the front of the building, and Mr. Wilkins said no. Mr. Wilkins said the exhaust fan will be located approximately 5' or 6' from the edge of the back of the building. Mr. Hunter asked the audience if there was anyone present that was for or against the installation of the exhaust fan and Mr. Greg Delong approached the microphone. Mr. Delong stated that he lives at 552 Evening Street, Worthington, Ohio 43085, and he is in favor of what Mr. Wilkins wants to do. Mr. Delong said that he helps Mr. Wilkins with business issues and paperwork, and that the exhaust fan is needed to prepare food to serve to patrons. It will not be a noisy fan. No one else came forward.

Findings of fact:

1. An exhaust fan is proposed for the roof to accommodate a ventilation hood system for G. Worthy's Bar and Grill.

Page 2 of 14

ARB/MPC Meeting July 22, 2010

Minutes

2. Two mechanical units will be on the rear of the roof as part of the system.
3. The fan will not produce a significant amount of noise.

Conclusion:

1. Placement of the proposed equipment is acceptable if it cannot be seen from Dublin-Granville Rd.

Mr. Sauer motioned:

**THAT THE REQUEST BY MIKE WILKINS FOR A CERTIFICATE OF APPROPRIATENESS TO ADD AN EXHAUST FAN SYSTEM TO THE ROOF AT 2151 W. DUBLIN-GRANVILLE RD, WITH THE STIPULATION THAT THE EXHAUST FAN WILL NOT BE SEEN FROM THE FRONT OF THE BUSINESS. AS PER CASE NO. AR 45-10, DRAWINGS NO. AR 45-10, DATED JULY 2, 2010, BE APPROVED BASED ON THE FINDINGS OF FACT AND CONCLUSIONS IN THE STAFF MEMO AND PRESENTED AT THE MEETING.**

Mr. Hermann seconded the motion. Mrs. Bitar called the role. Mr. Hunter, aye; Mr. Sauer, aye; Mrs. Holcombe, aye; Mr. Hermann, aye; Mr. Coulter, aye; Mrs. Rodgers, aye. Mr. Hunter said it has been approved.

c. **Wall Sign – 2151 W. Dublin-Granville Rd. (Allstar Sign Co.) AR-10**

Discussion:

Mrs. Bitar explained that the applicant would like to replace the existing non-illuminated wall sign with an internally illuminated LED sign box. The applicant, Vivian Rice (112 S. Glenwood Avenue, Columbus, Ohio 43222), a representative from AllStar Sign Company approached the microphone. Mr. Hermann explained that channel cut letters would be okay but he did not like the sign box design. Mr. Sauer said that he did not like the box either, but there is a variety of signage that would be appropriate for that location, for example something similar to what Cameron's has on the outside of its building. Ms. Rice said they could come up with another option for internal illumination. Mr. Hunter explained that there would not be enough votes for the proposed signage. Ms. Rice said that the landlord of the building is willing to work with them to increase the sign board area so that it is integrated into the architecture. Mr. Hunter said that he did not think that the proposed changeable copy sign board would be appropriate either, but maybe something more flexible like a sandwich board style. The applicant said that they will explore further options that are more appropriate for the location.

Findings of fact:

1. This is a proposal to replace the existing non-illuminated lettering for G. Worthy's with an illuminated wall sign that extends across the width of the business.

2. The proposed sign boxes are 10” high and 15’ wide with a white background and blue lettering. There are 3 separate boxes, 1 for each area of the storefront.
3. The box to the left is proposed to have changeable copy.
4. It appears the background of the sign is illuminated, which is not allowable per the City’s Code. A variance would be required if that is the case.

Conclusions:

1. The proposed signage would be different than the existing in the center.
2. Changeable copy advertising signs are not usually seen in Worthington
3. There are not enough votes for the proposed signage. The applicant will explore other options.

Mr. Sauer made a motion to table the application. Mrs. Holcombe seconded the motion. Mr. Hunter asked for those in favor and all members said aye. None were opposed, so Mr. Hunter said the matter has been tabled.

d. Heat Pump – **587 Oxford St.** (Columbus/Worthington Air/Corinne Meyer) **AR 47-10**

Discussion:

Mrs. Bitar explained the facts of the application. A new heat pump is proposed to be installed on the north side of the house. Mr. Hunter asked if the applicant was present. Kyle Kidd approached the microphone and stated that his address is 6363 Fiesta Drive, Columbus, Ohio 43235. Mr. Kidd said that the heat pump will be hidden by shrubbery. Mr. Hunter asked if there was anyone present that was either for or against the addition of a heat pump. No one came forward.

Findings of fact:

1. A new heat pump is proposed for the north side of the house. The house is approximately 14’ from the north property line at its closest point.
2. Evergreen shrubs are proposed to screen the unit.

Conclusion:

1. The proposed placement of the heat pump is appropriate, being out of the side yard setback and completely screened with evergreen materials.

Mr. Hermann motioned:

**THAT THE REQUEST BY COLUMBUS/WORTHINGTON AIR FOR A CERTIFICATE OF APPROPRIATENESS TO ADD A HEAT PUMP AT 587 OXFORD ST. WITH THE CONDITION THAT THE SCREENING VEGETATION TO BE INSTALLED IS THE SAME HEIGHT AS THE HEAT PUMP. AS PER CASE NO. AR 47-10, DRAWINGS NO. AR 47-10, DATED JULY 6, 2010, BE APPROVED BASED ON THE FINDINGS OF FACT AND CONCLUSIONS IN THE STAFF MEMO AND PRESENTED AT THE MEETING.**

Mr. Coulter seconded the motion. Mrs. Bitar called the role. Mr. Hunter, aye; Mr. Sauer, aye; Mrs. Holcombe, aye; Mr. Hermann, aye; Mr. Coulter, aye; Mrs. Rodgers, aye. Mr. Hunter said it has been approved.

e. Addition – **788 Evening St.** (Owens Construction/North) **AR 48-10**

Discussion:

Mrs. Bitar reviewed the facts the application. The applicant would like to add a two-story addition to the rear of their home, and the existing detached garage will be replaced with an attached 1 ½ story garage. The same materials and colors will be used to build the addition so it will match very nicely. It is a very well kept house and will be a nice improvement. Mr. Hunter asked the audience if the applicant was present. Bill Owens, of Owens Construction approached the microphone and stated that he lives at 9890 Olentangy River Rd., Columbus, Ohio. Mr. Owens said that they are being very sensitive to the window treatments. Mr. Coulter asked how close the house would be to the property line. Mr. Owens stated that the house will be close to the property line but there will be plenty of room for maneuvering the car in the driveway. Mr. Coulter explained that the house and it's location reminded him of the property that his aunt used to own, and said that the family had a difficult time trying to get in and out of the driveway.

Mrs. Holcomb stated that it appears to be a great plan and will be a nice addition. Mr. Hunter suggested that the property owner might want to use cones to practice driving in the driveway before building the addition to make sure it will work. Mr. Hunter asked if there was anyone else present that is either for or against the addition to the house. Mr. David Norstrom approached the microphone and stated that he lives at 210 Hardy Way, Worthington, Ohio 43085. Mr. Norstrom explained that he was Mr. North's neighbor, and he approves of the addition to the house. Mr. Norstrom said that this is the second house in this area to expand. He also said that his driveway is very similar to Mr. North's driveway, and he is of the opinion that it should work fine. Mr. Hunter asked if there was anyone else present either in favor or against the addition of the home. No one else came forward.

Findings of fact:

1. A two-story addition is proposed for the rear of the home. Also, the existing detached garage will be replaced with an attached 1 ½ story garage.

2. The addition is proposed to be inset approximately 8” from the south wall of the house. The addition extends 25’ to the rear (east), with the last 1’8” being set 3’6” further north. On the first floor the addition will house a family room; on the second, a master suite is proposed.
3. The existing detached garage will be replaced with a slightly larger (24’ x 26’) garage that is attached to the new addition.
4. Like the existing house, the top portion of the new structure will be finished with cedar shakes and the bottom with wood siding. The paint colors and roof shingles will match the existing house. Also, the style matches the existing house.
5. The existing dining room windows will be reused. The proposed new windows and doors are styled to compliment the windows on the existing house.
6. The recommendation in the Design Guidelines is that additions be subordinate in appearance to the existing house, and be constructed with materials traditionally used in Worthington.

Conclusions:

1. The proposed design and materials for the addition and replacement of the detached garage are appropriate.
2. The addition being to the rear and lower than the existing house meets the expectation in the Design Guidelines for the addition to be subordinate.

Mrs. Holcombe motioned:

**THAT THE REQUEST BY OWENS CONSTRUCTION FOR A CERTIFICATE OF APPROPRIATENESS TO CONSTRUCT AN ADDITION AT 788 EVENING ST. AS PER CASE NO. AR 48-10, DRAWINGS NO. AR 48-10, DATED JULY 9, 2010, BE APPROVED BASED ON THE FINDINGS OF FACT AND CONCLUSIONS IN THE STAFF MEMO AND PRESENTED AT THE MEETING.**

Mrs. Rodgers seconded the motion. Mrs. Bitar called the role. Mr. Hunter, aye; Mr. Sauer, aye; Mrs. Holcombe, aye; Mr. Hermann, aye; Mr. Coulter, nay; Mrs. Rodgers, aye.  
Mr. Hunter said it has been approved.

### **C. Municipal Planning Commission**

#### **1. Conditional Use Permit**

- a. Recreational Facility in I-1 zone, **7057 – 7067 Huntley Rd.** (Anthony Donskov) **CU 04-10**

Discussion:

Mrs. Bitar discussed the facts of the application. The applicant would like to apply for a conditional use permit so that he can operate his strength and conditioning facility within the I-1 Zoning District. He was unaware when he opened his business that he had to have a conditional use permit. Mr. Hunter asked the audience if the applicant was present. Mr. Anthony Donskov approached the microphone and stated that his home address is 1400 Waveland Drive, Apt. D, Gahanna, Ohio 43230.

Mr. Coulter asked Mr. Donskov how long he has occupied the space at that location, and Mr. Donskov replied approximately three months. Mr. Coulter also asked the applicant if there had been any parking issues, and Mr. Donskov said no, there is plenty of parking for everyone. Mr. Hunter asked the audience if there was anyone present either for or against the conditional use permit, and no one came forward. Mrs. Bitar explained that she had heard from the neighboring facility doing business as CES, who had stated that they have not encountered any parking concerns.

Findings of fact:

1. The applicant is currently operating Donskov Strength and Conditioning at this location, and was unaware of the need for a Conditional Use Permit as a Recreational Facility in the I-1 Zoning District.
2. The business consists of individual and small group training sessions conducted between 7 am and 7 pm at this location. Also, there are occasionally larger classes.
3. CES, which is the business next door, has not experienced any parking concerns with the business.

Conclusions:

1. No effect on traffic, facilities and utilities has been identified.
2. There are no safety and health considerations, or noise, odors and other noxious elements associated with this business.
3. The hours of use and operation of the business are compatible with the other business at this location.

Mr. Sauer motioned:

**THAT THE REQUEST BY ANTHONY DONSKOV FOR A CONDITIONAL USE PERMIT TO OPERATE A RECREATIONAL FACILITY IN THE I-1 ZONING DISTRICT AT 7057-7067 HUNTLEY RD. AS PER CASE NO. CU 04-10, DRAWINGS NO. CU 04-10, DATED JULY 2, 2010, BE APPROVED BASED ON THE FINDINGS OF FACT AND CONCLUSIONS IN THE STAFF MEMO AND PRESENTED AT THE MEETING.**

Mr. Coulter seconded the motion. Mrs. Bitar called the roll. Mr. Hunter, aye; Mr. Sauer, aye; Mrs. Holcombe, aye; Mr. Hermann, aye; Mr. Coulter, aye; Mrs. Rodgers, aye. Mr. Hunter said it has been approved.

## **2. Subdivision without Plat**

- a. 1 Lot into 2 Lots – **35 Howard Ave.** (Todd Walter) **SWOP 01-10**

Mr. Hermann motioned to table this application. Mrs. Holcombe seconded. Mr. Hunter asked for those in favor and all members said aye. None were opposed, so Mr. Hunter said the matter has been tabled.

## **3. Rezoning**

- a. Unfinished (Amended) AR 4.5, Low Density Apartment to AR-3, Medium Density Apartment (C-5, Central Commercial was original request) – **38-40 E. New England Ave.** (John & Maureen Coffey) **REZ 05-10**

Discussion:

Mrs. Bitar discussed the facts of the application. The applicants are asking for approval to rezone the property which would allow neighborhood commercial so they can turn their home into an antique store. Mr. Hunter asked if the applicant was present. Mr. John Coffey approached the microphone and stated that he lives at 720 Village Blvd., Unit F, Plain City, Ohio 43064. Mr. Coffey owns the property and said he has put a lot of time and money into restoring the inside of the home. He wanted to clarify for the record that he used to live at 38-40 New England Rd., but it was very difficult and dangerous for his family to live there because of the commercial drive that goes through his property to the parking lot to the north. He moved his family to the Plain City area.

Mr. Coffey explained that the parcel is a carved up mess, and that he owns the parcel north of the house as well. Mr. Coffey said that he would like to see the fence and shrubbery between the drive on his property and the municipal parking lot taken down. He said his view is blocked when he tries to back out of the driveway. Mr. Sauer told Mr. Coffey that most of the commercial property that is next to a residential lot has some sort of vegetation or fence to create some privacy. Mr. Coffey explained that he restores antiques and he has done extensive work inside the property and has even worked hard to salvage the window glass. He explained that he was very upset when he and his family moved to Plain City and realizes that he did not keep up the property. He would like the chance to give the house new life and clean it up and turn it into an antique store.

Mrs. Holcombe explained that the house is a wonderful piece of architecture and very unique to the rest of Worthington. She is disappointed at the condition that the property is currently in. She stated that she has received negative comments from the neighbors and they do not want to see the house deteriorate any further. Mr. Hunter stated that the negativity from the neighbors is due to the poor condition of the outside of the property. He also said if the board was able to



recommend rezoning this single property they could be very strict with property maintenance as part of the Conditional Use Permit. Mr. Hunter asked the audience if there was anyone present that would like to speak in favor or against the rezoning of the property.

Mr. David Norstrom approached the microphone and stated that he lives at 210 Hardy Way, Worthington, Ohio 43085. He would like to know why the commission would consider rezoning the property to AR-3 vs. AR 4.5 when City Council has already rejected the application to make the parcel commercial property. Mr. Norstrom said that there are several other houses in the city that have alleys and he doesn't feel that this house is all that unique. He also asked if the property would return to being residential if the property owner decides to move. He explained that he has several more questions and does not feel that he has been informed enough. Mr. Hunter stated City Council had turned down a proposed change to the Planning and Zoning Code, not specifically rezoning this property. This property is unique because the commercial drive is on the property, not adjacent. Mr. Sauer stated that someone has tried to make this house work as their residence but it did not work out, but something needs to be done. Mr. Hunter added that if a Conditional Use Permit were approved for a store on this parcel, it could be specific to a property owner and would not automatically transfer to a new owner.

Mr. Walter S. Kobalka was the next speaker to approach the microphone. He stated that his address is 674 Hartford, Worthington, Ohio 43085. Mr. Kobalka thanked the Planning Commission's Chairman for the opportunity to speak in opposition to the application for rezoning 38-40 New England Avenue. Mr. Kobalka advised that Section 1145.05 of the Worthington Codified Ordinances states that an application for rezoning of any parcel of ground, once formally acted upon by either Council or the Municipal Planning Commission, may not be considered again for any rezoning change by Council or the Municipal Planning Commission until 180 days have elapsed from the date of the formal action.

He is of the opinion that the Coffey's application should be tabled by the Municipal Planning Commission until January 2011. He asked the commission to take notice of all the proceeding investigations regarding Mr. Coffey's property, the weekly garage sales without permits, lawn not being mowed, and Mr. Coffey painting furniture at the house. He also asked the commission to consider Mr. Coffey's refusal to maintain the property and force him to be in compliance before even considering his request for rezoning. Mr. Kobalka feels that there is a loop hole in Worthington's City Code. Mr. Kobalka discussed and submitted a copy of his three page letter which details why he is in opposition to the rezoning of this piece of property (letter attached).

Mr. Jim Ventresca was the third speaker to approach the microphone. He stated that his address is 72 E. Dublin-Granville Rd., Worthington, Ohio. He represents the Old Worthington Association which is against the zoning change. He stated that Worthington has very limited space for housing, and mentioned that urban development professionals are also against the zoning change. Mr. Ventresca also mentioned that he had received several telephone calls from neighbors voicing their opposition to the zoning change. Mr. Hermann asked Mr. Ventresca if he would be in favor of public support for City Council to use eminent domain to get rid of the easement at 38-40 New England Avenue, and he said yes. Mr. Ventresca then read a letter from Nancy Recchie and Jeff Darbee which stated they were part of a team that updated the city's comprehensive plan and prepared design guidelines for the Worthington Architectural Review

Board. They also worked on the historic district nomination, spending many hours researching and documenting the physical environment of Old Worthington, especially its compact and historic commercial area and the attractive and viable residential streets that are located east and west of High Street. The letter mentioned that New England Avenue is a perfect example of one of those fine residential streets, and urged the Municipal Planning Commission to think very carefully about the issue that is before them, and the potential for unwelcome or unintended precedent (letter attached).

Mrs. Jan Staats approached the microphone to speak in opposition of the rezoning application. She stated that her address is 6320 Faircrest Rd., Columbus, Ohio, and she is the Executive Director of the Olde Worthington Business Association (OWBA). She stated she was present to support the residents of the Worthington Historic District. At the present time, the business district has been experiencing a 25 % percent vacancy rate. She said that it is the position of the OWBA that by granting the zoning change request, it would be detrimental to the efforts and mission of the OWBA, the preservation of the historical residential area surrounding the downtown and the marketing efforts of the downtown businesses and in direct conflict with the strategic plan. The OWBA strongly recommended that the commission not grant the request to award the zoning change (letter attached)

Ms. Martha A. Burton approached the microphone and stated that she lives at 355 E. Selby Blvd., Worthington, Ohio. She told the commission that she was formerly on an Architectural Review Board in Portsmouth, Ohio, and is also a former neighbor of Mr. Coffey. She is strongly opposed to the zoning change because she feels Mr. Coffey is a very poor steward of historic preservation. Ms. Burton explained that one the reasons she decided to live in Worthington was because of its quality and standards that are demanded. She said that the outside of Mr. Coffey's home is a disgrace.

#### Findings of fact:

1. The applicants, John and Maureen Coffey, are asking for approval to rezone this property (two parcels) from AR 4.5, Low Density Apartment (and R-10, Low Density Residence) to AR-3, Medium Density Apartment. The main parcel that the house sits on is currently zoned for multi-family use (AR-4.5). A small contiguous parcel to the north, which is the site of commercial parking, is zoned for single-family residential (R-10). The original rezoning application was a request to rezone the property to C-5, Central Commercial.
2. In the AR-3 Zoning District there is the possibility for a Conditional Use Permit to operate a "Neighborhood Commercial" business. "Neighborhood Commercial" means retail, personal or repair service establishments which cater to and can be located in close proximity to residential districts. If the requested rezoning is approved, the owner's intent is to request approval of a Conditional Use Permit to open an antique store in the existing building - preserving the structure and maintaining the residential character as much as possible. The Municipal Planning Commission must approve Conditional Use Permits.
3. This property is adjacent to C-5 zoning to the west (the municipal parking lot and the lot behind the shops on the east side of High St.); R-10 Zoning to the north (print shop,

commercial parking, and a rear residential structure on a two-structure lot); AR 4.5 to the east (single-family house); and R-10 and AR 4.5 on the south side of New England Ave. (parcel owned by Grand Lodge – green space and drive for Methodist Church; single-family house).

4. 38-40 E. New England Ave. had been converted from a single-family home to a two-family home (and a three-family as reported by the owner) in the first half of the twentieth century. In the last decade, the current owners changed it back to a single-family structure. They express difficulty living in the house due to the commercial traffic on the property. An access drive to the commercial parking to the northwest is on the west side of the property, next to the house.
5. Beside the “Neighborhood Commercial” conditional use allowed in AR-3, the difference between AR -4.5 and AR-3 is based on dimensional requirements for the number of multi-family living units. The main parcel is 8080.8 square feet and the adjacent parcel to the north under the same ownership is 1526.3 square feet for total property area of 9607 square feet. In the AR-4.5 Zoning District, two dwelling units are allowed on this property. In the AR-3 Zoning District, three dwelling units would be allowed on this property. This property does not meet minimum dimensional requirements for lot width or setback in both the AR-4.5 and AR-3 Zoning Districts.
6. The 2005 Strategic Plan says “It is appropriate for restaurants and shops to turn the corner along High St. within the first half block, but these valuable uses should not be extended too far into the residential area and take away from the vitality and viability of the commercial corridor.”

Conclusions:

1. The location of the commercial drive on this property is a hardship to the property continuing as a viable residential property.
2. Preservation of this historic structure could be achieved by allowing a “Neighborhood Commercial” use to operate with strict conditions set by the Municipal Planning Commission.

Mr. Sauer motioned:

**THAT THE REQUEST BY JOHN AND MAUREEN COFFEY TO REZONE THE PROPERTY AT 38-40 E. NEW ENGLAND AVE. FROM AR-4.5 TO AR-3 AS PER CASE NO. REZ 04-10, DATED MAY 7, 2010, BE RECOMMENDED TO CITY COUNCIL FOR APPROVAL BASED ON THE FINDINGS OF FACT AND CONCLUSIONS IN THE STAFF MEMO AND PRESENTED AT THE MEETING.**

Mr. Hermann seconded the motion. Mrs. Bitar called the role. Mr. Hunter, aye; Mr. Sauer, aye; Mrs. Holcombe, nay; Mr. Hermann, aye; Mr. Coulter, nay. Mr. Hunter said it has been approved.

- b. New – I-1, Restricted Light Industrial to C-3, Institutions and Offices – **740-760 Lakeview Plaza Blvd.** (Christ Restoration Ministries) **REZ 07-10**

Discussion:

Mrs. Bitar reviewed the facts from the application. A rezoning is requested from the I-1 Industrial District to the C-3, Commercial District to permit a religious land use in one of the condominiums on the property. The primary use of the property as a whole is office, and will remain office. Mr. Hunter asked if any concern was expressed by nearby property owners. Mrs. Bitar said no. Mr. Hunter asked if the applicant was present. Mr. Aaron Underhill approached the microphone and explained he is an attorney with Smith & Hale Law Firm, located at 37 W. Broad Street, Columbus, Ohio. He is making an appearance on behalf of his associate's client, Christ Restoration Ministries. A Pastor from Christ Restoration Ministries was also present. Mr. Underhill explained that the location is mainly used for office purposes during normal business hours.

Findings of fact:

1. This application is a request to rezone the property at 740-760 Lakeview Plaza Blvd. from I-1, Restricted Light Industrial to C-3, Institutions and Office. There are two buildings containing office condominiums on this property.
2. The applicant, Christ Restoration Ministries, located its church in one of the office condominiums on this property without knowing semi-public uses are not an allowable use in the district. If the property is rezoned as requested, the church would be a permitted use in the C-3 Zoning District.
3. The other properties along Lakeview Plaza Blvd. are in the I-1 Zoning District. Some are used as strictly office properties, while others have some warehousing and light manufacturing. City of Columbus properties are to the north and across Sancus Blvd. to the east. In Columbus there is a mix of office, warehouse, light industrial, automotive services and residential in the Sancus corridor.
4. Rezoning the property to C-3 would allow the applicant to remain in its current site.

Conclusions:

1. This property functions as an office property. Rezoning to an office district would not be out of character.
2. Rezoning this property to an office district is not at variance with the mix of uses and zoning districts along Sancus Blvd. in the City of Columbus.

Mr. Coulter motioned:

**THAT THE REQUEST BY CHRIST RESTORATION MINISTRIES TO REZONE THE PROPERTY AT 740-760 LAKEVIEW PLAZA BLVD. FROM I-1 TO C-3 AS PER CASE NO. REZ 07-10 DATED JULY 9, 2010, BE RECOMMENDED TO CITY COUNCIL FOR APPROVAL BASED ON THE FINDINGS OF FACT AND CONCLUSIONS IN THE STAFF MEMO AND PRESENTED AT THE MEETING.**

Mr. Sauer seconded the motion. Mrs. Bitar called the role. Mr. Hunter, aye; Mr. Sauer, aye; Mrs. Holcombe, aye; Mr. Hermann, aye; Mr. Coulter, aye. Mr. Hunter said that this has been approved.

**D. Other**

**1. Planning and Zoning Code Amendments**

a. ARB – Administrative Approval of Certain Projects – Not discussed

**2. Review of US 23 and I-270 Interchange Plans**

Discussion:

Mr. Williams Watterson, City Engineer discussed the interchange project, and introduced Mr. Gary Harrington from the Ohio Department of Transportation, District 6 to give an overview of the interchange project. Mr. Watterson also introduced Edsall & Associates, who would be explaining the plans for the recommended aesthetics of the US 23 and I-270 Interchange project.

Mr. Harrington presented the background, plans and time line for the North Outerbelt Project. He talked about the volume of traffic and accidents, and the need to eliminate weaving movements at the US 23 & I 270 interchange. He indicated the proposed plan is to convert the full cloverleaf interchange to a partial cloverleaf interchange, and will include 2 northbound express lanes in a trench. New ramp lanes and signals will also be added. Mr. Harrington explained that all weaving motions will be eliminated with this plan. Commission and Board members asked questions about the design.

Mr. Harrington talked about the pedestrian path, mentioning the final details of the width, material and crossings have not been determined. He also cautioned that the path was not designed for bicyclists, but is ADA compliant. ODOT will be looking at lane widths to accommodate bicycle lanes on US 23.

Mr. Sauer asked about the extra land between the old 23N to 270E ramp, and the new ramp, and if there is a plan for landscaping that area. Discussion included maintenance responsibilities being by adjacent property owners at the Tuttle and Polaris, and the City of Dublin at Avery Rd. Mr. Coulter asked about sound walls, and Mr. Harrington said a study indicated they were not necessary.

Mr. Harrington gave a timeline for the project, saying 2014 is projected for the start of the project at US 23. He also discussed cost.

Debra Edsall of Edsall & Associates, 754 Neil Ave., talked about creating a distinctive identity for the community and meeting the ODOT requirements. She presented the details of the aesthetic plans for the project.

Mr. Coulter encouraged the use of LED for the lighting. There was discussion about the height of the letters on the bridge.

Mr. Sauer asked about uplighting on the piers, and Debra Edsall said it is planned.

Mr. Hermann complimented the work of the Edsalls and was very appreciative of the effort. He asked if it was possible to move the light fixture that was on the overpass bridge to be uniform with the column below, and Ms. Edsall said that was possible. He asked about waterproofing and the color of the abutments and parapets. He would like any application to be uniform. Ms. Edsall again referenced the integral color, and the importance of quality control.

Mr. Hunter asked if the black in the logo on the retaining wall will last? Ms. Edsall talked about a Sherwin Williams staining product that will last 20 years. Mr. Harrington mentioned the US 42 bridge in Delaware being painted with no deterioration yet. He also said the aesthetics of the pedestrian bridge would match the other aesthetics of the project.

Mr. Hermann move that the plans for project aesthetics be recommended to City Council for approval. Mrs. Holcombe seconded the motion. Mrs. Bitar called the role. Mr. Hunter, aye; Mr. Sauer, aye; Mrs. Holcombe, aye; Mr. Hermann, aye; Mr. Coulter, aye. Mr. Hunter said it has been approved, and thanked the consultants, ODOT, and City Council for their worked.

### 3. 41 W. South St. Emergency Roof Repair (Yang, Rosanne & William)

Discussion:

Mrs. Bitar explained that Mr. & Mrs. Yang were in need of emergency roof repair, and that the Engineering Department already received the plans and they have been approved. Mr. Coulter made a motion to approve the emergency repairs. Mr. Hermann seconded the motion. Mrs. Bitar called the role. Mr. Hunter, aye; Mr. Sauer, aye; Mrs. Holcombe, aye; Mr. Hermann, aye; Mr. Coulter, aye. (Mrs. Rodgers was not present during the vote). Mr. Hunter said it has been approved.

Mr. Coulter made a motion to adjourn the meeting. Mr. Hermann seconded the motion. All members voted aye and Mr. Hunter said that the meeting is adjourned. Meeting adjourned at 11:05 p.m.

file: 2010.07.22 MPC AR4.5>3 OWA, Jim Ventresca, President  
NOTES FOR THURSDAY 7/22/10 TALK TO MPC

Thanks to you Mr. Chairman /and to you-Commissioners / for inviting me. I'm here to represent, with their unanimous support, the Board of Trustees of OWA.

Let me be clear at the outset-- OWA is against this zoning change, and the Worthington City Council voted against enabling this property to go NEIGHBORHOOD COMMERCIAL (July 12, 2010)

The Worthington strategic development plan must include two supporting interdependent parts:

- 1) Populate our high-vacancy-rate commercial properties with successful businesses, and
- 2) Preserve our built-out housing stock that is the basis for a healthy population needed to enable and promote current and future economic development.

Healthy businesses have always been beneficial,

but the trend in housing has changed in the 21st century.

Urban property value is increasing and overtaking outer-ring suburbs on a nation-wide scale.

Worthington is a model for this new trend as an engine of growth with its urban-style housing in walkable neighborhoods.

On the demand side, researchers see every demographic group from millennials to seniors seeking to make their homes in these urban spaces for the long term.

It would seem to make good long-term-strategic sense to continue to develop our housing and to avoid reducing it by converting it to commercial use, even for the short term, because each conditional use could be in place for a long time.

**Please be aware of this long-term strategy:**

Worthington is a built-out city with very limited space for new housing, we want to reserve the right to have AR-3 and AR-4.5 (medium- and low-density apts) to accommodate new residents (needed for tax base and as customers for our businesses) without inadvertently turning them commercial. For this reason, the OWA is, and will continue to pursuing the removal of NEIGHBORHOOD-COMMERCIAL options from AR-3 well as preserving its absence in AR-4.5.

(over please)

A community organization like the Old Worthington Association is in a very good position to gauge the public mood. We see the reaction as both broad and deep:

Urban development professionals are against it. (Benjamin D. Rickey & Co.)

Historical preservationist are against it. (Martha Burton, 14-year member of The Ohio Historic Site Preservation Advisory Board, OHSPAB)

The Olde Worthington Business Association is against it. (Jan Staats, Executive Director)

But most importantly--the neighbors are against it. They have gathered well over 100 signatures and are virtually on the march.

I urge this Commission to heed their foot steps.

**Vote NO on this zoning change.**



## [Here Comes the Neighborhood](#)

MAGAZINE JUNE 2010 [Comments \(25\)](#)

Conventional suburbs are overbuilt and out of favor. In cities and suburbs alike, walkable neighborhoods linked by train are the future. Here's how a new network of privately funded rail lines can make that future come to pass more quickly and cheaply—and help reinvigorate housing and the economy.

Christopher B. Leinberger, Atlantic Magazine June 2010

WHILE HOUSES ARE (mostly) sturdy, the construction industry is as sensitive as a 19th-century debutante. At the first sign of trouble, it swoons, often knocking the economy down with it. In each of the three recessions before the Great Recession, the economy shrank by less than 2 percent—but housing starts, on average, declined by a third. In the years leading up to the 1990 recession, when real estate bankrupted about half of the savings-and-loans, housing starts fell 44 percent. Usually, an economic recession means a *depression* in the housing industry.

It's been worse this time around. From their pre-recession peaks, economic output fell 3.3 percent and employment 6.1 percent, but housing starts dropped 73 percent. Last year housing starts were lower *by half* than in any year since 1959, when the U.S. population stood at 178 million (compared with 309 million today). About a third of all the jobs lost in this recession have been in construction, real-estate finance, architecture, or building services. Housing prices, meanwhile, have fallen 28 percent, adjusted for inflation, since their peak in 2006—that's far more than they fell during the Great Depression.

But housing hasn't cratered everywhere. According to Stan Humphries, the chief economist of [Zillow](#), an online housing-research firm, if you plot changes in home values within a typical metro region on a satellite map, the result "looks like an archery

target, with the outlying areas having experienced substantially higher total declines in home values” than areas closer to the central city.

Zillow data for metropolitan Washington, D.C., for instance, shows that housing prices on average have declined 33 percent since the peak. But this average masks big differences. In densely built inner suburbs, like Arlington, Virginia, and in the walkable, urban neighborhoods of the District of Columbia, prices typically dropped about 20 percent. Housing on the suburban fringe, on the other hand, lost about half its value. Many exurban homeowners who had purchased or refinanced in the mid-2000s are now well underwater.

Housing is such a large part of the economy that a sustained, robust recovery is difficult to imagine without a corresponding recovery in the building, buying, and selling of houses. Indeed, housing has usually helped lead us out of prior recessions. While home buying typically plunges when the economy turns south, life goes on. People continue to age, children leave the nest, couples marry, babies are born, new jobs are taken. When consumer confidence returns, the pent-up demand for different housing choices sparks a boom in construction and renovation. The economic expansion during the 1990s, for instance, was fueled in part by a 44 percent rise in housing starts from 1991 to 1994, providing substantial job growth early in the recovery.

But this time may be different. As Zillow’s satellite maps begin to indicate, what we face today is not just a *cyclical* housing problem, but a *structural* one as well. Over the past decade, most house building occurred on the suburban fringe, in large part because that’s where houses could be built most easily and quickly. But now that the bubble has popped, we can clearly see that underlying demand in these areas is extremely weak, and oversupply is massive.

Nationwide, houses on the exurban fringes are now generally priced below the cost of the materials that went into building them. That's usually the first step in the creation of a slum. Owners have no financial incentive to invest in their houses if they will not get that investment back upon resale. Developers have no financial incentive to build in those areas either.

Urban-style housing in walkable neighborhoods—including those in the inner suburbs—is what's in demand today. And for a variety of reasons, that demand will intensify in the coming years. Only by serving it can the country kick-start growth in an enormous and essential part of the economy.

Yet the creation of new, attractive urban spaces is slow and difficult, and becomes all but impossible without substantial new infrastructure. Most of all, it relies on good transit options—especially rail links—around which walkable neighborhoods can develop. Rail, biking, and walking infrastructure is the backbone of urban development, and as a country we've for the most part neglected to build it in recent decades, in favor of new roads for new suburbs farther and farther away from metropolitan hubs. To support growth in the next decade, we need to change that dynamic—and nourish our walkable urban spaces and neighborhoods. Complicating matters, in these cash-strapped times we need to find a way to do so on the cheap.

Housing comes in two basic types. The first is the now-classic *Ozzie and Harriet*-style single-family house on its own large lot, from which nearly every trip is taken by car. The second is similar to what we predominantly built before the Great Depression: small-lot single-family houses, townhouses, and apartments that are within walking distance of most everyday needs and are typically connected by public transit to work, shopping, and entertainment—housing that is built at least five times more densely than that in conventional suburbs.

Ten years ago, conventional large-lot housing in wealthy suburbs was the highest-priced housing, per square foot, in nearly all metropolitan areas. Today, housing in walkable neighborhoods is typically the most expensive; the lines crossed in the 2000s.

Why did this happen? Cities, of course, have experienced a cultural renaissance over the past 15 years. Some suburbs, meanwhile, have become less attractive as they've grown more congested and lost open space, betraying suburbia's original promise and pushing new subdivisions farther and farther out into the hinterland.

The increasing costs of driving, meanwhile, have put great pressure on suburban family finances. On average, traditional suburban households spend 24 percent of their income paying for and maintaining their cars; urban households in walkable neighborhoods spend only 12 percent of their income on transportation. The difference amounts to half of what a typical household spends on health care—nationally, \$700 billion a year in total.

Two-thirds of all households today consist of singles, childless couples, or empty-nesters, and that proportion will rise over the next 20 years. All of these groups tend to prefer walkable urban housing. Millennials—the rising generation of 20- and 30-somethings—are particularly drawn to urban living, seeing it not only as exciting but as healthy and environmentally friendly.

Americans are not about to abandon conventional suburbs en masse; many prefer them. But demand for walkable urban living is rising, and today supply of that sort of housing is limited. As for conventional suburban housing, the reverse is true. In [a 2006 article](#) in the *Journal of the American Planning Association*, Arthur Nelson of the University of Utah estimated that, based on current supply and shifting demand, the nation may have a surplus of some 22 million large-lot single-family houses by 2025.

Some national home builders are still betting on conventional suburbs. Once the economy picks up, they're planning to build more McMansions on the fringe, just faster and cheaper than ever before. With the price of existing fringe housing so low, they are hoping to offer competitive pricing by limiting the number of models, simplifying their plans, reducing house sizes, using more vinyl, relying more on factory construction, and shipping prefab housing parts in on a flatbed, so they can assemble some houses in a week. But this strategy may not have much further to go; the difference between site-built houses and mobile homes is narrowing.

"It is very unlikely that new projects in sprawl areas will be financed," says Jonathan Rose, the CEO of the national development-and-investment firm Jonathan Rose Companies, based in New York City. "Urban areas with diverse transit options and thriving universities are the choice of Baby Boomers and young people." Mark Falcone, the CEO and founder of the Denver-based firm Continuum Partners, which has experience redeveloping downtowns and dead malls, sounds much the same note: "It is clear that the primary development demand will come from closer-in locations over the next several years," he told me.

Urban spaces of the kind that people want today feature mixed-use zoning and lots of stores and parks within walking distance. But most of all, they feature good public-transit options—usually rail lines.

Metropolitan voters in recent years have passed roughly two-thirds of all ballot measures calling for tax increases to pay for new or expanded transit. But asking cities and suburban towns, which are now strapped for cash, to shoulder the entire burden of rail-transit investment is not realistic. And in a variety of ways, federal funds have typically privileged road building over public transit. Progress will be slow unless something changes.

This problem has a solution, one that could be borrowed from U.S. history, and that might help our economy get up more quickly off its knees: What if developers and property owners build the transportation infrastructure themselves?

In the early 20th century, every town of more than 5,000 people was served by streetcars, even though real household income was one-third what it is today. By 1920, metropolitan Los Angeles had the longest street-railway network in the world. Atlanta's rail system was accessible to nearly all residents. Until 1950, our grandparents and great-grandparents did not need a car to get around, since they could rely upon various forms of rail transit. A hundred years ago, the average household spent only 5 percent of its income on transportation.

How did the country afford that extensive rail system? Real-estate developers, sometimes aided by electric utilities, not only built the systems but paid rent to the cities for the rights-of-way.

These developers included Henry Huntington, who built the Pacific Electric in Los Angeles; Minnesota's Thomas Lowry, who built Twin City Rapid Transit; and Senator Francis Newlands from Nevada, who built Washington, D.C.'s Rock Creek Railway up Connecticut Avenue from Dupont Circle in the 1890s. When Newlands got into the rail-transit business, he wasn't drawn by the profit potential of streetcars. He was a real-estate developer, and he owned 1,700 acres between Dupont Circle and suburban Chevy Chase in Maryland, land served by his streetcar line. The Rock Creek Railway did not make any money, but it was essential to attracting buyers to Newlands's housing developments. In essence, Newlands subsidized the railway with the profits from his land development. He and other developers of the time understood that *transportation drives development*—and that development has to subsidize transportation.

After the Second World War, federally funded highways slowly supplanted this system, creating a windfall for a new batch of developers. One Polish-refugee-turned-real-estate-developer, Nathan Shapell, who owned a large tract of land outside Los Angeles, was approached in the 1960s by the California highway department about the possibility of building a freeway through his property. Shapell was delighted at the prospect—and immediately offered as much land as needed, for free. He also offered to pay for an interchange to get customers to his land. The state official said that would not be necessary; the state would buy his land for the road and pay for the interchange. “What a wonderful country!” he recalled thinking, in a conversation I had with him many years later.

Transit lines, along with other sorts of infrastructure improvements, almost inevitably raise property values—and cities have recently begun to exploit that relationship, funding transportation improvements through the expected increases in property-tax collections. Chicago, under Mayor Richard M. Daley, has extensively used this “tax-increment financing” model of development to rejuvenate itself. In 160 neighborhoods, the city has funded more than \$560 million worth of improvements in infrastructure.

But this sort of financing has a limited reach; annual property taxes are only about 1 percent in many parts of the country, so only 1 percent of the upside in rising real-estate values can be captured by the city. The rest is a bonanza for lucky private-property owners (or possibly a payback for smart lobbying). Many of these owners would be willing to pay directly to get these investments under way. A recent Brookings Institution analysis of a proposed \$140 million streetcar line in the District of Columbia showed, for instance, that the line would create \$3 in land appreciation for nearby private-property owners for every \$1 it would cost to build. This is what Senator Newlands found out more than a century ago: transportation drives development, so development can and should help pay for transportation.

How would the private funding of public transit work? Most states already have laws in place that allow local groups of voters to create “special-assessment districts,” in which neighborhood property owners can vote to fund an upgrade to infrastructure by charging themselves, say, a onetime assessment, or a higher property-tax rate for some number of years. If a majority of the property owners believe they would benefit from the improvement, all property owners in that district are obligated to help pay for it. These districts can vote to fund new transit as well (potentially, the transportation-financing agency could even receive a minority-ownership stake in the district’s private property in return for building new transit). In the late 1990s, property owners paid for a quarter of the cost of a new Metrorail station in D.C. using this approach; after the station opened, an office developer told me he believed his investment was being returned manifold.

However, this sort of private payment for infrastructure is relatively new in the U.S., and is growing slowly. Organizing these communities of course takes time, and cities and towns have barely begun to publicize their potential.

We could hasten the process by making a much-needed change in federal transportation law. The federal government typically provides 20 to 80 percent of the money for local transportation projects (with local and state governments paying the rest). Yet federal funding of projects that involve private partners is extremely rare—in large part because federally funded projects typically take years to approve, and private developers usually can’t tie up their capital waiting for the government wheels to turn. Over the past few years, private corporations and foundations in Detroit raised \$125 million to help build a light-rail line, and have been working for some time to secure federal funds to complete the project. Fixing federal transportation law to expedite transit projects would allow faster development at lower public cost.



The encouragement of additional walkable urban development, which all starts with public transit, would have many benefits. Although building the infrastructure that supports dense development seems expensive, in the long run it's actually much cheaper than conventional suburban infrastructure—at most one-tenth the cost per home. A mile of sewer line costs about the same to build whether it is on the metropolitan fringe or in a densely built inner suburb, but the line serves many more people in the inner suburb. And households in walkable urban areas use considerably less energy, in some instances at least a third less. High-density living even appears to spur faster rates of innovation; in a knowledge economy, ideas come faster and can be developed more quickly when more people can meet and mix easily.

But most immediately, investment in rail, bike, and walking infrastructure, laying the groundwork for developing the kind of housing that is now in demand, is essential if we want to restore the economy to health. In the mid-to-late 20th century, the growth of the suburbs propelled America's economy. Growth of walkable neighborhoods in cities and suburbs can play a similar role in the decades to come, sparking growth in the broader economy—but only if we start preparing today. end

~~~

**Opposition to the Rezoning of 38-40 E. New England Street**  
**Public Remarks by**  
**Walter S. Kobalka**  
**July 22, 2010**

Honorable Municipal Planning Commission. Chairman Hunter. Thank you for this opportunity to speak in opposition to the application of John and Maureen Coffey for the rezoning of 38-40 E. New England Street.

Section 1145.05 of the Worthington Codified Ordinances states, in part, "No application for rezoning of any parcel of ground, once formally acted upon by either the Council or the Municipal Planning Commission, may be again considered for any rezoning change by Council or the Municipal Planning Commission until 180 days [have] elapsed from the date of formal action." On July 12, 2010, the Worthington City Council rejected an ordinance to rezone the properties in the AR 4.5 district, of which the Coffeys' house is one, to permit "Neighborhood Commercial" uses. Based on Section 1145.05, the Coffeys' current application for rezoning cannot be considered until at least January 8, 2011. This Commission's action on the Coffeys' application should therefore be tabled until January 2011.

If this Commission rejects my contention that it is without jurisdiction to act at this time and elects to proceed, I ask that this Commission establish two precedents for this and future cases.

First, I ask the Commission to take notice of all previous proceedings and official records associated with the property at issue, including a four-page record of "Planning, Zoning and Building Investigations." This record notes that Mr. Coffey did furniture painting on the premises, conducted weekly garage sales without permits, and was advised to prime and paint the garage and house. (The record unfortunately fails to mention a porch, steps, and a broken front walk in need of repair.) Mrs. Coffey is noted to have said on June 9, 2010, that "the soffits and gutters need [to be] replaced before the house is painted, and when she goes through a change in use after zoning approves her antique store, she would rather not paint the house twice. She advised she sho[u]ld have the house in compliance before the end of summer." The Coffeys' failure to comply with Worthington's garage-sale rules and their indifference to their compliance with the Maintenance Code

should be part of this record and considered by this Commission.

Second, if an applicant asks this Commission to do equity by relaxing the requirements of the Zoning Code, the applicant must come to the Commission with "clean hands." Before an application could be acted upon, the applicant's property should be thoroughly inspected by the City and brought into compliance with the City's Building and Maintenance Codes. Until the applicant has complied with the Codes, the application should be held in abeyance. At the time an application is filed, the City has its maximum leverage over the applicant, who is seeking a special benefit. The City should not squander its leverage to ensure the applicant's compliance with the Building and Maintenance Codes. Mere promises by an applicant to comply should be ignored: Only *actions* in compliance with the City Codes should be recognized.

Citizens like me who play by the rules, maintain their property, and expect others to do the same are appalled by the Coffeys' current application. I do thank the Coffeys for exposing, albeit inadvertently, a loophole in the Worthington Zoning Code big enough to drive an antique store and furniture refinishing business through. Could the average citizen of Worthington imagine that the Coffeys are asking for a rezoning to medium-density apartment when they have no intention of managing a medium-density apartment, and where they would need the stacking of variances for area, side yard, unit and floor sizes, and off-street parking? The loophole that the Coffeys have revealed should make homeowners tremble with anger and fear: The formula is set for an owner of an R-10 property to apply to become an AR 3 property and subsequently to apply for a conditional business use. Would any Worthington neighborhood be safe from an unwanted business use in the middle of a residential block? What would stop the owner of, say, 48 E. New England -- the house next door to the Coffeys' -- from requesting the same AR 3 rezoning and applying for a "residential commercial" use, arguing that a "change in circumstances" justifies its rezoning application. Soon two houses on E. New England would be commercial uses. More dominoes on E. New England and elsewhere in the City could fall. But the issue in the Coffeys' case has already been foreclosed by the City Council's July 12, 2010 rejection of conditional business uses in the AR 4.5 zone. Council stated that it did not want conditional use permits in the very zone in which the Coffeys' house is a part.

City Council wanted to preserve the character of Worthington's neighborhoods. Council's action of July 12<sup>th</sup> is consistent with Chapter 1177 of the Codified Ordinances, titled "Architectural District," whose purpose is to "protect and preserve property, to promote the stability of property values and to protect real estate from impairment or destruction of value for the general community welfare." Council's July 12<sup>th</sup> action also supports Worthington's 2005 Strategic Plan, which states that business uses "should not be extended too far into the residential area" and that doing so would "take away from the vitality and viability of the commercial corridor." Because there is a 25-30 percent vacancy rate in the central business corridor, allowing the Coffeys to convert an architecturally significant house into an antique store and furniture refinishing business makes no planning sense and would ignore the property rights of New England and Hartford Street neighbors.

This Commission should direct its efforts to a true solution to the Coffeys' problem, which admittedly they willingly accepted when they bought their home in 2003: Eliminate the absurd easement that serves as both the Coffeys' driveway and the access to the parking lot for Insley's Printing, the former Scotty McBean's Coffee Shop, a restaurant, and other businesses. This parking lot should be combined with the City's parking lot off New England Street that lies between the Wine House and the Coffeys' house. Changing the Coffeys' zoning and failing to vigorously enforce the City's Building and Maintenance Codes are wrong responses to the Coffeys' circumstances.

I respectfully urge you to reject the Coffeys' application. Thank you.

*Historic Preservation Specialists*

393 Library Park South  
Columbus, Ohio 43215

July 22, 2010

Municipal Planning Commission and  
Architectural Review Board Members  
City of Worthington  
6550 North High Street  
Worthington, Ohio 43083

RE: Item C-3a Rezoning 38-40 East New England on July 22, 2010 Agenda

Dear Members of the Municipal Planning Commission:

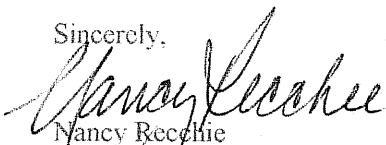
We have had the opportunity to work with the City of Worthington over a period of years – most recently preparing the successful nomination to the National Register of Historic Places for the Old Worthington Historic District. Several years ago we worked as part of a team that updated the city's comprehensive plan and prepared design guidelines for the Worthington Architectural Review Board.

During these projects we spent many hours researching and documenting the physical environment of Old Worthington. Much of the character and integrity of the community is reflected in the physical environment of Old Worthington – especially its compact and historic commercial area and the attractive and viable residential streets that are located east and west of High Street. East New England is a perfect example of one of these fine residential streets.

We have been contacted by some Worthington residents who are very concerned about the potential rezoning of a residential property for a commercial use. Making such a decision could establish a precedent for the commercial area encroaching on the residential streets in Old Worthington. While this is just a single property, what policies are in place that allow for the rezoning of a single property? What will happen if the owners of property next door to this one, or three doors away, or at the corner of East New England and Hartford make the same request? What precedent will this rezoning establish that might compromise the strong residential character of the neighborhood immediately east of High Street?

We urge the Municipal Planning Commission to think very carefully about this issue and the potential for unwelcome or unintended precedent. Old Worthington is fortunate to have both thriving business and residential areas and keeping them vibrant and viable requires careful planning and decision-making.

Sincerely,



Nancy Recchie



Jeff Darbee

## OWBA's Position on the Re-Zoning of the 38-40 East New England Property Parcel

Mr. Chairman & commission members, I am Jan Staats, 6320 Faircrest Rd. Columbus, OH, Executive Director of the Olde Worthington Business Association. I am here to support the residents of the Worthington Historic District, the Standard & Guidelines as laid out in the Strategic Plan,<sup>\*</sup> the concern about the position taken by the OWA.

The mission of the OWBA is to support and maintain the vitality of the downtown business district and its retail business thru marketing its unique store front shops, restaurants and offices and help direct customers and potential small business into the downtown area.

With the present economic condition at this time this has been a very difficult task. At the present time we are experiencing a 25 per cent vacancy rate in the business district. It is our position that the vacancies be occupied by unique destination business first before the city expands into the residential Historical District, ignoring the strategic plan designed by the community and setting a precedent which could ultimately compromise the historical aspect of the residential area surrounding the downtown and possibly lower property value for the current residents.

Three organizations, the Convention & Visitors Bureau, the Chamber, and OWBA with the help and support from the city are currently working on a project to market and revitalize the downtown district.

It is OWBA's position, that by granting this zoning change request, it would be detrimental to the efforts and mission of the OWBA, the preservation of the historical residential area surrounding the downtown and the marketing efforts of the downtown businesses and in direct conflict with the strategic plan.

Therefore we strongly recommend that the commission not grant the request to award this zoning change.

Thank you.