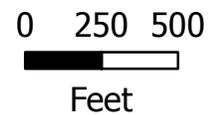


13-119WID-DP-ID-1  
 West Innovation District/Development Plan  
 OU College of Health Sciences and Professions  
 7001-7003 Post Road





**Land Use and Long  
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**ADMINISTRATIVE REVIEW TEAM**

**SPECIAL MEETING MINUTES**

**JANUARY 14, 2014**

**DRAFT**

**ART Members:** Steve Langworthy, Planning Director; Alan Perkins, Fire Marshal; Fred Hahn, Director of Parks and Open Space; Colleen Gilger, Economic Development Administrator; Ray Harpham, Commercial Plans Examiner; Barb Cox, Engineering Manager; Jeff Tyler, Building Standards Director; Laura Ball, Landscape Architect; Lieutenant Steve Farmer, Police; and Paul Hammersmith, Engineering Director.

**Other Staff:** Dan Phillabaum, Senior Planner; Rachel Ray, Planner II; Claudia Husak, Planner II; Kristin Yorko, Civil Engineer, and Laurie Wright, Staff Assistant.

**Applicants:** Paul Ghidotti and Chris Tumblin, Daimler Group; Thomas Raabe and Mike Fitzpatrick, Ohio University; Greg Chillog, Edge Group; and Jessica Chouteau, EMH&T.

Steve Langworthy called the meeting to order at 2:05 pm.

**DETERMINATION**

**1. 13-119WID-DP – ID-1 – Ohio University College of Health Sciences and Professions – Post Road & Industrial Parkway**

Dan Phillabaum said this is a proposal for an approximately 87,000-square-foot, three-story educational building, parking lot, and associated site improvements as part of the Ohio University Dublin Campus. He said the site is located on the south side of Post Road, west of Eiterman Road. He explained this Development Plan Review application is proposed in accordance with Zoning Code Section 153.042(D).

Steve Langworthy asked if everyone received a copy of the preliminary Planning Report sent by Mr. Phillabaum that afternoon and whether they had an opportunity to review.

Mr. Phillabaum explained that the report was organized according to the order of the Code requirements for the West Innovation District. He began by focusing on the conditions that were identified for the ART to consider, of which there are six.

1. Parcels in Subarea One need to be combined to eliminate building side yard setback issues. [No comments were made.]
2. Parking lot design needs to be revised to distribute landscape islands through the lot and submitted prior to this Friday, January 17 when the packets go to PZC. He asked if anyone had a concern with the time frame. Paul Ghidotti responded for his group by saying no.

Mr. Ghidotti provided an Ohio University Satellite Parking Summary, which showed the comparison between the Dublin Campus and eight other comparable OU campuses. He explained that the document summarized the square footage total for all buildings on each campus, the parking count, and the parking ratio. He said it also reflected the existing numbers for the Dublin campus (482 spaces) along with the proposal for the new building (400 spaces). He said this analysis will be used in part to explain the needs of the Dublin campus being proposed (4.45 parking spaces per 1,000 square feet) that exceed the Code. Mr. Ghidotti said they plan to break up the 52 spaces included in the parking lot along Industrial Parkway with landscape islands, as recommended by ART. He shared the revised plan, which shows a loss of 7 spaces, but believes it is a better plan.

Mr. Phillabaum asked about the minimum 10-foot island they discussed last week, which they said they would incorporate. He said the ART had recommended the island be created between the first and second bays of the parking from Industrial Parkway, consistent with the sketch discussed at the January 9, 2014, ART meeting. He said the ART had also suggested mounding with landscaping to screen the parking lot from the right-of-way.

Mr. Ghidotti said he wanted to show this new configuration to the PZC. He thought that the 10-foot change could be made elsewhere. Mr. Phillabaum said the City is standing by the suggestion to include that additional green space within the parking lot to support locating the parking lot prominently along the right-of-way. He reiterated that the Code requires that parking areas be limited along street frontages.

Fred Hahn agreed that they need to break up the mass of asphalt. The views should be interrupted and the median strip helps to achieve that objective.

Mr. Ghidotti asked if there were other locations in Dublin that break up the parking lot as suggested. He inquired how well grass grows when planted in the islands without drainage. Mr. Hahn agreed that at times there is a lot of heat coming off of the asphalt and that ultimately it may need to be mulch versus turf.

Mr. Ghidotti noted the diamond-shaped parking lot islands at the Lennox Town Center, which contain a single tree and asked if that would be an option. Laura Ball said it was not good for the trees.

Mr. Langworthy said he agreed with Mr. Hahn; the large parking lot has great length. He asked if they plan to terminate the view at the end of the parking lot drive aisle by incorporating a vertical element. He said if the parking lot elevation was higher than the road, like what was created at Cardinal Health, it would add to the elevation difference.

Mr. Ghidotti answered if they do that they would need to make corresponding changes. He said if the ART was going to require the additional 10-foot parking island, that they would include it.

3. Bike path connection needs to be provided from the bicycle parking spaces on the east side of the building to the existing multi-use path along Post Road.

Mr. Phillabaum said there were 16 bike spaces provided between the east side of the building and the dumpster, which needed to be connected to the bike network. Mr. Ghidotti said he did not want bikes on the sidewalk that wrap the east side of the building. Many options were

discussed amongst the group. It was decided that an 8-foot wide multi-use path would create the shortest connection for a direct route between the building exits, the bicycle parking spaces, and the drive aisle off of Post Road. This also resolved the Building Code issue with providing remote egress points from the building.

Ms. Cox recommended that an explanation of how the connections meet public access will need to be written into the master plan.

4. Tree Preservation and Landscape Plans need to be revised.

Mr. Phillabaum referred to the Tree Preservation Plan as noted in the Planning Report, which did not meet the Code requirement. He said approximately 545 caliper inches of trees are proposed to be removed, and a total of 114 2.5-inch caliper trees are designated as replacement trees, leaving a shortfall of 104 2.5-inch caliper trees for which the applicant is proposing to pay fees in lieu of replacement. He said there appears to be several opportunities to locate trees on the site to reduce this number.

Greg Chillog, Edge Group, agreed there were opportunities and asked where those areas might be. Mr. Phillabaum answered what remains of the wedge could be an opportunity. Mr. Langworthy recommended the applicant coordinate on the location of the replacement trees with Planning.

Mr. Phillabaum again referenced the note in the Planning Report, which states the Tree Survey indicated the removal of several existing Norway Spruces planted as a hedgerow between the Post Road access drive and the proposed stormwater basin. He explained that these trees are part of the original site design, extending south from Post Road through the campus as a significant design element that directs views into the campus. He said the plan should be revised to preserve this tree row to the maximum extent practical.

Mr. Tyler, noted that condition #4 prior was stated as 'prior to building permitting'. He said this should be changed to 'prior to issuance of site permits' by City of Dublin, as the State of Ohio would be issuing the building permit. Mr. Phillabaum wrote the clarification and would change same language on #5.

5. Lighting Plan meeting all applicable Code requirements needs to be submitted with the building permit.

Mr. Phillabaum noted that based on the revised parking lot layout, the lighting plan needed to demonstrate conformance with the Code requirements.

6. Adequate site circulation and fire access to all buildings needs to be ensured.

Mr. Phillabaum asked Alan Perkins if he had received the AutoTurn analysis and he responded, yes. Mr. Perkins referred to a potential right turn overlap in the landscape island at the left side of the drive aisle. He asked if there could be an adjustment made in the turn radius to match the other side, softening it up without impacting the landscaping. Mr. Phillabaum suggested changing it from a 5-foot radius to a 10-foot radius.

Mr. Perkins repeated what he said in the meeting held on January 9, which was that in the future, the fire apparatus access in the dumpster location next to the proposed building would need fire lane signage and potentially pavement markings to prohibit unauthorized parking. He also believed parking in the area behind the 7003 building could also be an issue for emergency vehicle maneuvering.

Jessica Chouteau, EMH&T, showed where the vehicle turn-around in that portion of the site would occur, and said they would designate where parking was permitted.

Mr. Ghidotti confirmed they were ok to proceed to PZC on January 23<sup>rd</sup>. He said that would leave five weeks before going to City Council for a tree waiver and a modification to the EDA.

Colleen Gilger explained the City Council logistics. She said the EDA modification will take two readings. Ms. Husak said the tree waiver request could potentially be on the same agenda.

Mr. Langworthy asked the applicant if there were any further questions or concerns.

Mr. Ghidotti asked for clarification on the time frame and what would be realistic for having plans ready for the PZC packets by 5:00 pm on Friday. Mr. Phillabaum said that having the revised plans to him by Thursday morning would be acceptable.

Mr. Langworthy counseled the applicant by stating the PZC would act on the conditions independently; normally ART would approve. He said PZC must approve site plan issues and departures from the Zoning Code. If they agree on all three, they may still just have one vote. He also thought the OU parking summary would carry some weight for explaining their parking needs. He emphasized the need for providing clear reasons when addressing the Commission.

Mr. Ghidotti asked if the Planning Report would have the same recommendation to the Commission on Friday. Mr. Langworthy said this will be ART's recommendation. He said if revised plans reflect changes, staff can take out corresponding conditions. He explained that this is not a large number of conditions and revised plans are useful. Mr. Langworthy asked the applicant if he fully understood the conditions and if there were any last comments.

He concluded that the Administrative Review Team recommends approval of the Development Plan request to the Planning and Zoning Commission with six conditions:

1. That the parcels present in this portion of Subarea One be combined prior to issuance of occupancy permits to create a cohesive campus parcel, eliminate building side yard setback issues, and resolve potential future building and pavement setback conflicts;
2. That the parking lot design be revised to distribute landscape islands through the lot, as described in this report and subject to Planning approval, prior to submission to the Planning and Zoning Commission;
3. That a bike path connection be provided from the bicycle parking spaces on the east side of the building to the existing multi-use path along Post Road, subject to Planning approval, prior to submission to the Planning and Zoning Commission;

4. That the Tree Preservation Plan and Landscape Plan be revised consistent with the comments provided, subject to Planning approval, prior to issuance of site permits;
5. That the applicant submit a lighting plan meeting all applicable Code requirements, subject to Planning approval, prior to issuance of site permits; and
6. That the applicant ensure adequate site circulation and fire access to all buildings subject to approval by the Fire Marshall.

Recommendation of approval to the Planning and Zoning Commission for the following as part of the Site Plan Review:

1. 153.040(B)(7) – Open Space Plantings – Waiving requirement to provide 1 tree per 1,000 square feet of pervious site area as being inconsistent with, and impractical toward, meeting the objective to create a campus of multiple buildings on a single parcel.
2. 153.040(F)(2) – Parking Location – Allowing the parking for the proposed building to be located principally along the future Industrial Parkway street frontage based on the objective of preserving the interior of the site for the creation of a campus green and open spaces between the buildings.
3. 153.040(G) – Parking Adjustment – Providing 403 parking spaces, which exceeds the parking requirement of approximately 227 parking spaces based on the documented needs of the future uses provided by the applicant.

#### **ADMINISTRATIVE**

Mr. Langworthy asked the ART if there were any additional questions or concerns or any further items for discussion. [There were none.] He told the applicant that we look forward to seeing revised plans. He adjourned the meeting at 2:45 pm.



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## PLANNING AND ZONING COMMISSION

### MEETING MINUTES

DECEMBER 5, 2013

#### 1. Ohio University College of Health Sciences and Professions

Post Road & Industrial Parkway  
Informal

13-116INF

Chair Chris Amorose Groomes introduced this application requesting an informal review and non-binding feedback for an approximately 87,000-square-foot, three-story educational building with associated parking and site improvements as part of the Ohio University Dublin Campus.

Dan Phillabaum presented this case stating the application is for the first phase of an educational campus. He said the proposal also includes a 400-space parking lot and associated site improvements. He began by stating the site is located in the West Innovation District, bound by Shier Rings Road to the south, Post Road/SR161 to the north, and US 33/161 to the northeast, zoned ID-1, Research Office District. The site is a part of a group of properties that total approximately 97 acres that is governed by an Economic Development Agreement (EDA) between the City of Dublin and Ohio University. The shared vision of this agreement is the development of new, higher education and economic development capacities for Dublin and the region, and the stimulation of medical, bioscience, healthcare, education, and research development.

Mr. Phillabaum said Subarea 1 within this campus is approximately 45 acres and is designated in the EDA for development by Ohio University for an extension campus including the Heritage College of Osteopathic Medicine and related education and research uses. He said the City expects this to be a catalytic first phase of development that will spur future development in other associated subareas as outlined in the EDA as well as the West Innovation District. He reported that the EDA acknowledges that these parcels will be developed in accordance with applicable Code requirements. He said that under the Innovation District Procedures, the Administrative Review Team (ART) may forward a Development Plan application to the Planning & Zoning Commission for approval if the ART determines that that proposal has the potential for significant community impact that would benefit from additional public review. He said it was essentially a kick-up provision. Mr. Phillabaum said this is the first major building to be constructed as part of the EDA between the City of Dublin and Ohio University and it could begin to establish the future character of the campus. He explained that the ART has determined that the forthcoming Development Plan application should be forwarded to the Planning and Zoning Commission.

Mr. Phillabaum said the informal tonight is an opportunity for the applicant to receive non-binding feedback for consideration as they refine their Development Plan application.

Mr. Phillabaum outlined the existing conditions. He said the site is in the northwest portion of Subarea 1, where the City of Dublin water tower stood previously, and was demolished in 2011. He said to the northwest, is a recently constructed roundabout at the intersection of Post Road

and Industrial Parkway. Mr. Phillabaum said to the southeast is the initial phase of the OU extension campus, the Heritage College of Osteopathic Medicine, which occupies three existing buildings, originally constructed in late 1980's, currently under renovation, mostly on the interior of the buildings. He explained that some of the existing parking areas have been removed for the creation of a central campus green that would link the three buildings with sidewalks that would connect the buildings. He said access to serve this site is an existing right-in/right-out drive from Post Road.

Mr. Phillabaum referenced the site plan itself, noting the proposed Phase 1 building is sited to frame the view from the roundabout to this building and its large pedestrian plaza, and a future Phase 2 building site, all of which is oriented generally radial to the roundabout.

Mr. Phillabaum said pedestrian circulation has been depicted in areas adjacent to the plaza and the Phase 1 building. He said that more information has been requested on this to ensure connectivity is achieved to the existing bike paths and adjacent multi-use paths.

Mr. Phillabaum said the proposed parking lot to the south of the Phase 2 building site is being refined but would be constructed with the Phase 1 building. He said the parking lot is accessed by a roadway extension from the southern leg of the roundabout. He explained that from the proposed parking lot, there is an internal circulation drive connecting it to the existing parking lot to the east.

Mr. Phillabaum described the building as 87,000 square feet in three stories with a flat roof of varying heights. He said the primary building materials proposed are brick and glass. He said the southern elevation is comprised primarily in glass and is the location of the main entrance to the building from the plaza. He said the west elevation faces the roundabout creating a focal point along Post Road, using an extensive glass feature wrapping the building and extending above the roof plane. He said that at the corner of this elevation is an area for a potential sign. He explained that the north elevation faces Post Road with two wings angled from a vertex in the center that is clad entirely in glass. Mr. Phillabaum said both wings feature three bays of glass framed by vertical brick piers and both wings terminate with glass that wraps the corner of the façade to varying degrees. He said the east elevation would face the existing access drive from Post Road.

Mr. Phillabaum said that a summary was provided within the Planning Report of the Code requirements but more information is needed as they continue to refine the proposal in order to conduct a thorough analysis. He said the proposal meets the building minimum 50-foot setback requirement from arterial streets such as Post Road and the Industrial Parkway extension so both building and parking as it is depicted would meet the requirement. He also said that the building in its location is appropriately oriented to Post Road and consistent with the EAZ Plan recommendations to place structures in close proximity to prominent roadways within this zoning district.

Mr. Phillabaum said the applicant has stated that the proposed 400-space parking lot was sized according to the specific needs of the future users of the proposed building, and that the design of the lot was being refined. He mentioned that pavement is permitted to encroach not more than 40 percent into this required front setback, and the proposed parking lot meets this requirement.

Mr. Phillabaum explained that Ohio University is developing a master plan for the campus, and part of this plan will include a comprehensive sign and wayfinding plan for the campus which will be brought for future review and approval to the Planning and Zoning Commission. He said the Innovation District sign requirements do not anticipate the creation of a multi-building education campus developed by a single user. He explained that in this type of campus environment, a variety of building and monuments signs are necessary and desirable for effective wayfinding for students, employees and visitors.

Mr. Phillabaum said with respect to the architectural requirements, there is an extensive amount of recommendations both in the Innovation District Code and the EAZ Plan for the vision of architectural character in this area, with structures expected to have a forward-looking, contemporary architectural expression that is typically associated with technology and research uses. He said with respect to the Research Office District specifically, the goal is to establish the first impressions of the West Innovation District. He said multi-story buildings are strongly encouraged and the use of higher quality building materials is desired to establish the 'front door' image for the area.

Mr. Phillabaum reviewed the proposed discussion questions with the Commission:

- Does the proposed site plan effectively integrate with the existing portion of the campus currently under development and accommodate future development to the south?
- Does the proposed building achieve the architectural intent and design purpose of the West Innovation Districts to create high quality structures with this forward-looking, contemporary architectural expression?
- As the first new building proposed on the Ohio University campus, does the proposed building successfully complement the existing buildings on the campus while informing a contemporary direction for future buildings?.
- Others as determined by the Planning and Zoning Commission.

Mr. Phillabaum stated that the applicant was present, as was Paul Ghidotti, with Daimler Group and his design team.

Ms. Amorose Groomes asked the applicant if he would like to come forward.

Paul Ghidotti, 6840 McNeil Drive, here on behalf of the land owner, Ohio University, said he was joined by Thomas Raabe, the project manager for the new Dublin campus. He said he was also here on behalf of the Daimler Group, which will serve as the owner/developer for the project. He introduced Craig Rutkowski and John Guldenzopf of Moody Nolan Architects.

Mr. Ghidotti recapped that the review process thus far had included a working group of the design team and staff that met on a weekly basis prior to tonight's meeting. He explained that the proposed building will house the OU Division of Physician Assistant Studies Program, one of the fastest growing disciplines to supplement the area between the nurse and the physician. He said the urgency tonight is due to the opening planned for May 2015 at which time it is planned to be fully operational. He said the challenge being a national accreditation committee that has to visit each site seeking approval for a PA program that was already scheduled before the Daimler Group was selected. He said to construct a building of this size for this type of user is a

process that is somewhat evolving, as they do not know who all the users will be or that will occupy the second and third floor. He stated that they will be a ground lessee. He explained the land is owned by OU so the building permit comes from the State of Ohio but the site and engineering permit comes from the City of Dublin. He said to be certified in November, they need to start construction on March 1, 2014.

Mr. Ghidotti said they have charged the design team to take the EAZ Plan and do everything they can with the elevations presented to achieve the intent with the type and look of the materials. He said the buildings are very contemporary, technology and education driven, and cutting-edge. He said they would like to incorporate feedback received from the Commission this evening and submit a Development Plan application on Monday, December 9 with the materials they have and submit additional materials to be presented at the January 23, 2014 Planning and Zoning Commission meeting for approval. He explained that in the meantime, the Administrative Review Team is reviewing the application. He said they plan to have construction documents completed and submitted to Jeff Tyler on January 10, 2014. He said that landscape plans were not available at this time but assured the Commission they will meet the Code as they have the EDGE Group working on that and they are experienced with projects in Dublin. He said that engineering details from the EMH&T group were also not yet provided. He requested the Commission's thoughts on their approach and architecture, whether the building's position was appropriate for the site, and if it integrated well promoting a campus-feel with the existing portion of the campus currently under development.

Ms. Amorose Groomes invited public comments regarding this case. Hearing none, she said we have some discussion questions before us.

Richard Taylor said this was an appropriate building for the ID-1 Zone. He said the documents state this is an ID-1 and ID-2. He asked if ID-2 was just the tiny little corner in the bottom. He requested clarification that no actual part of this development is in the ID-2 zone. Mr. Phillabaum reviewed the zoning map and verified that Subarea I of the Economic Development Agreement did include a small area west of future Industrial Parkway that was zoned ID-2.

Mr. Taylor said he would assume they were not going to see a lot more detail on the landscaping or the building itself. He asked if the hand-drawn lines were projected brick. Mr. Ghidotti said a detailed perspective would show a lot more of the surface relief. He assured Mr. Taylor that this is a building that has a lot more interest than a typical office building that they have done before.

Mr. Taylor agreed they were on the right track.

Mr. Taylor asked about the plaza on the site plan. He asked about the future partner building and would it be a mirror image of this one presented.

Mr. Ghidotti replied that is an accurate assumption. Mr. Ghidotti said there are continuing discussions with Ohio Health and the City of Dublin to create a connector that might have health and wellness components. There might be a little smaller building to complement the building, not only lining up with the roundabout but also with the plaza to the south and east.

Mr. Taylor said it is helpful to have a master plan and see a plan of what that future building might look like. Mr. Ghidotti asked if he needed to see it now, which Mr. Taylor said he wanted to know the consensus, but probably yes.

Mr. Taylor said he had a problem with the great big sea of asphalt. He wants to see a lot that will be integrated well within the site and the buildings.

Mr. Ghidotti said that running along the southerly leg, Industrial Parkway, OU would like to consider changing the name of that road to Academic Drive. He said the area in the setback fronting along this new extended road would actually contain the water quality retention ponds, wet all the time, and push parking to the east of that, fully screening the parking. He stated that the Code will be exceeded for this type of facility. He explained that those that will park here are adults, students in their 20's, post-grad that are going through a 10 or 11 semester program to get their PA certification. He said the second and third floor are being considered for additional OU discipline programs/colleges, several of which can have larger conference spaces and classrooms that can seat 60 and removing partitions to allow 180 students to participate in one lecture.

Mr. Taylor reiterated his concerns with parking, albeit conceptual. He encouraged the applicant to allow for just enough parking to meet his needs and not one parking space more. He said he would also like to see the parking distributed throughout the site so there are no large areas of parking, causing a long walk past a long line of car bumpers and asked that the applicant design it as well as everything else he is proposing.

Mr. Ghidotti suggested a way of parking a lesser number initially but incorporating the ability to expand parking in the future based on the master plan.

Amy Krumb said she liked the design and architecture of the building but does not want to see a football field-sized parking area but instead she felt this was a perfect place for a parking garage. She recommended that the parking be divided up, at the very least. She asked if there was a connection to the existing parking lot on the site to the east. She said the drive aisle off Industrial Parkway that goes east/west, needs a sidewalk extended to the east. She was concerned with the big sea of asphalt that does not connect to any of the existing buildings. She expressed her concern about the amount of traffic that would be going right in front of the plaza.

Mr. Ghidotti said all the comments so far are being in the works. He said the plaza area radius will be raised making it natural for folks to slow down, which will discourage a way to cut through the area.

Ms. Krumb asked if the right-in/right-out will stay in the plan and Mr. Ghidotti confirmed. He said when the new road improvements along with the roundabout are constructed, there will be some changes. Mr. Ghidotti said that OU would like the current road that comes into the campus to be named Bobcat Way.

Ms. Krumb reiterated that with whatever parking gets established, to make sure it connects to the existing buildings with walkways.

Warren Fishman expressed his excitement over this project and could not find much wrong with the plan. He agreed with Ms. Kramb over the desire for structured parking. He said by what was said tonight, there is an anticipation of more than 400 students in that building. He understood that parking is always an issue on any campus. He wants to see the parking to be better distributed throughout the campus but create enough parking spaces as thought to be needed. He said that a parking structure could be built to look as fabulous as the building proposed.

Mr. Ghidotti addressed the parking structure recommendation. He asked the Commission to keep an open mind as parking structures are typically built where there is limited land and they have 100 acres to work with. He agrees that it currently looks like a sea of parking and they will improve that. He stated that parking structures cost \$18,000 per space and are simply not in the OU budget. He said this is a unique campus as it is not a main campus, but a satellite campus, not unlike many around the state of Ohio, and he does not believe any of them provide structured parking.

Joe Budde said he really liked this proposal and is thrilled that OU is coming here. He really liked the drawings presented and agrees with the parking issues, already stated. He said he liked the existing curved parking configuration to the east and the way it is integrated into the existing site.

Mr. Ghidotti said some of that will be removed with some of the renovations, removing 120 existing parking spaces.

Mr. Budde agreed with Mr. Taylor's earlier suggestion of distributing parking smaller lots. He made note of the very ambitious calendar.

Victoria Newell said she was thrilled to hear OU was extending their campus to Dublin, Ohio. She said the building is wonderful and very appropriate. She said she appreciates that the renderings may not have done the building justice. She expressed her shared concerns over the path of travel, especially with the roundabout but understands what is presented is a work in progress. She agreed that the large parking lot will need to be disbursed and integrated better. She said the ease of access for students, maneuvering through a parking lot, is extremely important, especially for smaller, regional campuses where students are commuting from work. She reported that she drove this site and is concerned about the congestion around that roundabout and said the other parking areas were hard to navigate. She said she had not heard of any university that was unwilling to build a structured parking garage when they get to the point they need the land. She hopes the site is very well landscaped as most universities take that care of that aspect very well.

Ms. Amorose Grooms agreed with the Commission's comments and shared the excitement to have OU come and make an investment in our community. She said this is a privilege and a shame we are in such a hurry. She encouraged the applicant to make it as great as they possibly can. She said she believes the demand of this type of facility is going to be through the roof. She said this is such a great site and location, one of the best that Dublin has had to offer.

Ms. Amorose Grooms asked if the applicants had received clear feedback from the Commission. Mr. Ghidotti replied the feedback was excellent. He said that because of the

accelerated schedule, they will not have time to make massive changes before returning in a month.

Ms. Groomes said they look forward to seeing them soon. She requested a five-minute recess at 9:16 pm to reconvene at 9:21 pm.



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**ADMINISTRATIVE REVIEW TEAM**

**MEETING MINUTES**

**DECEMBER 12, 2013**

**INTRODUCTION**

**1. 13-119WID-DP – ID-1 – Ohio University College of Health Sciences and Professions – Post Road & Industrial Parkway**

Dan Phillabaum said this is a proposal for an approximately 87,000-square-foot, three-story educational building, parking lot, and associated site improvements as part of Ohio University Dublin Campus. He said the site is located on the south side of Post Road, west of Eiterman Road. He explained this Development Plan Review application is proposed in accordance with Zoning Code Section 153.042(D).

Mr. Phillabaum said the applicant, Paul Ghidotti, of the Daimler Group, was not present but has been meeting consistently with Planning. He said they have started renovations to three existing buildings on the site, removing parking to create additional green space as part of their medical campus.

Mr. Phillabaum said this proposed new building will be located on the northwest portion of the site near the roundabout and will be used for medical office and classroom space. He said the 400-space parking lot shown was designed to accommodate parking for this building only and sized based on the stated needs of OU, not what Code would require. He said the next phase of the campus will include a building that generally mirrors the one presently proposed that would frame and enclose the plaza. He said the parking lot drive aisle through the plaza will contain different paving materials to emphasize the pedestrian-oriented use.

Mr. Phillabaum said a stormwater management pond is proposed along the property's frontage on the Industrial Parkway/Shier Rings Road extension to the west of the proposed parking lot.

Kristin Yorke confirmed a guardrail will be built to ensure safety.

Mr. Phillabaum said a master plan of the overall campus is still in progress. He said that this proposal was reviewed informally by the Planning & Zoning Commission at their meeting on December 5, 2013. He reported that the Commission reacted positively to the architecture but disliked the large parking configuration. He said that it is possible that a future building may take up part of the proposed parking area in a future phase.

Mr. Phillabaum assured the ART that the architecture reflects the intent of the West Innovation District standards for architecture. He said the buildings are very contemporary with clean lines and flat roofs at multiple elevations.

Alan Perkins believed that sufficient access was provided on the plan but is waiting on the

applicant to complete an AutoTurn analysis to ensure that trucks could maneuver through the site adequately.

Steve Farmer had no safety concerns to express at this time.

Rachel Ray asked about the rooftop mechanicals and if they would be shielded by a parapet and if the glass would be transparent.

Mr. Phillabaum said glass on the south elevation may be intended to provide a solar benefit. He said the applicant was striving to incorporate points toward a LEED designation, although they are not seeking certification. He said there did appear to be a mechanical screen on the rooftop.

Mr. Phillabaum said the applicant is expected to attend next week's ART meeting and asked the ART members to start compiling their specific questions and comments in the meantime. He said the target date for recommendation to the Planning & Zoning Commission for the January 23<sup>rd</sup> meeting is Thursday, January 9, 2013.

Fred Hahn asked if the ART should expect to see a master plan in the next few weeks.

Colleen Gilger said she has yet to meet with the people providing the master plan and does not expect a plan for several months yet, which will be after OU needs to begin constructing the building.

Mr. Phillabaum said normally, an application of this type would be approved by the ART and would only be sent to the Planning and Zoning Commission if waivers were needed from the Code requirements. He explained that the Code includes a 'kick up' provision that allows the ART to forward a recommendation to the Commission for projects with significant community impact. He said that since this is the first new building in the West Innovation District as part of the new OU medical campus, Planning considers it to be a character defining project and recommends review and determination by the Commission.

Rachel Ray asked for clarification of the driveway connection between the existing and proposed parking areas.

Mr. Phillabaum said the proposed parking lot appears to connect to the existing service area behind the 7003 Post building.

Mr. Hahn asked who is responsible for construction of the public street.

Mr. Phillabaum said it was his understanding that infrastructure such as this was the city's obligation under the terms of the Economic Development Agreement.

Gary Gunderman asked Barb Cox for an estimated date of completion for the new road segment.

Ms. Cox stated she believed it was planned for construction to be completed by November 2014.

Mr. Gunderman asked if there were any further questions or comments regarding this application. [There were none]. He confirmed this case would be discussed at next week's Administrative Review Team meeting with a recommendation to the Planning & Zoning Commission scheduled for January 9, 2014.



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**ADMINISTRATIVE REVIEW TEAM**

**MEETING MINUTES**

**DECEMBER 19, 2013**

**CASE REVIEW**

**1. 13-119WID-DP – ID-1 – Ohio University College of Health Sciences and Professions – Post Road & Industrial Parkway**

Dan Phillabaum said this is a proposal for an approximately 87,000-square-foot, three-story educational building, parking lot, and associated site improvements as part of Ohio University Dublin Campus. He said the site is located on the south side of Post Road, west of Eiterman Road. He explained this Development Plan Review application is proposed in accordance with Zoning Code Section 153.042(D).

Mr. Phillabaum said this case was introduced at last week's ART meeting and an overview of the project was presented to the Planning & Zoning Commission (PZC) as an informal review and non-binding discussion on December 5, 2013. He said the building location, parking, and vision for the next phase were shared with the PZC. He stated that the applicant, Paul Ghidotti, was present along with many others associated with this project in order to cover any questions or concerns the ART members may have outstanding.

Fred Hahn raised the question of stormwater and asked if the applicants could explain the plan for stormwater and landscaping in that area, given its prominent location.

Kristin Yorke asked about the dry basin and also expressed interest in the landscape plan, which Mr. Phillabaum responded by saying there was no landscape plan submitted for the area of the dry basin.

Claudia Husak mentioned that in previous discussions staff advised against the use of dry basins and PZC is typically not in favor of them. She said the stormwater basin along Industrial Parkway was accordingly revised to a pond, but this new dry basin along Post Road was never discussed previously.

Paul Ghidotti said the dry basin is currently located where a future building may be constructed and did not want to develop the area to the point that it would be difficult to change later. He said there was an old driveway there that has since been relocated farther west. He stated that he understands the requirements for a dry basin and is willing to accept conditions the City may recommend, if it will not impact the construction of a future building.

Jeff Tyler said a dry basin may not be appropriate for stormwater management and suggested the applicant consider a more sustainable alternative, recommending a bio swale.

Mr. Phillabaum suggested that Code provisions encourage sustainable parking lot design and permeable pavement could assist with stormwater management.

Mr. Ghidotti replied that concepts of permeable pavement are costly and durability is a concern. He said the dry basin is meant to be temporary, and could be eliminated in a couple of years.

Mr. Phillabaum questioned the lot arrangement and pointed out that there is a building setback issue created by the existing lot lines, and asked if the lots will be combined. He also asked if the pond along Post Road could be modified to a wet pond and create an entry feature at this existing entry drive.

Mr. Ghidotti answered that the lots would be combined.

Tucker Bohm, Daimler Group, addressed the potential for a wet pond in this area and stated that there is an existing water meter pit to the west side of pond and several existing utility easements running through this portion of the site that would make it difficult.

Mr. Phillabaum expressed his understanding of their objectives but asked that they provide information on landscaping regardless of their expressed temporary vision for this dry basin.

Ms. Husak requested that a clearer boundary be shown more predominantly on the development plan.

Colleen Gilger asked the applicant if they were any closer to a master plan. Mr. Ghidotti said he would check the status.

Alan Perkins was pleased with the fire access and stated the hydrant placement meets requirements. He expressed the need for autoturn analysis to confirm if vehicles could adequately maneuver through the site. He asked if a utility or water room was on the northeast corner of the first floor and proposed a wall mounted fire department connection with a fire hydrant placed within 100 feet. He stressed that landscaping cannot block the view of the fire department connection. He would also like to see access closer to the dumpster, etc.

Kristin Yorke had reviewed the list of comments from Barb Cox in her absence and noted the following concerns:

- The "land swap" for the property along the entrance drive from Post Road needs to be clarified to show the property line coinciding with the drive as it exists today and that it is recorded properly.
- The proposed parking field is over their existing sanitary sewer service for the existing buildings, which may need clean outs/manholes or additions to maintain access to this sewer for maintenance.
- A guardrail is needed on the edge of the western pond and possibly on the northern edge along Post Road.
- A public sewer along the western north/south property line needs to be verified and could provide sewer service to the new building. The existing sewer on-site is constructed out of clay pipe.
- Gates or removable bollards should be considered to limit the vehicle traffic through the plaza area but allow emergency services.
- The distance to the proposed drive on the new north/south road needs to be noted from the center line to the roundabout.

- The southern pipe system into the western pond from the parking field is too close to the outlet, which causes short circuiting of the pond. The design needs to be verified with the Stormwater Management Design Manual.

Mr. Ghidotti said the parcel line will be adjusted on the plan, which will also resolve the setback issue.

Ms. Yorke commented that it is hard to see what is existing and what is proposed and requested better plans.

Mr. Phillabaum suggested the best approach for determining lot coverage would be to treat the entire ±60 acre campus as a whole and ensuring that with each subsequent phase of development the lot coverage maximum is not exceeded. He said that he was currently reviewing the landscape plans with Brian Martin, Zoning Inspector.

Mr. Phillabaum started a discussion on the parking requirement and asked the applicant to be more specific about their proposed parking needs. He noted that the third floor plans for the building show nothing beyond the shell, and could not calculate classrooms, auditoriums, offices, etc. He also noted that the parking calculation provided appeared to be from the standard Zoning Code, not the Innovation Districts parking requirements.

Mr. Ghidotti responded by saying that he was certain about the use on the first floor and was not certain at this time what the use would be for the second and third floors.

Mr. Phillabaum said if educational use can be stated as the overall intent for the building that numbers could be based on that assumption. Mr. Ghidotti said they are probably light on the amount of parking they are proposing. Mr. Phillabaum stressed that the amount of parking proposed is roughly four times the amount required by standard code calculations for an educational use. He said more information would be needed to understand what the actual parking requirement would be under Innovation District standards. He wanted to know the number of students and employees at maximum capacity and if the proposed parking was intended to accommodate the future building to the south of the one currently proposed. He asked the applicant to more effectively explain their intentions for parking, as this would be a point of considerable focus with both the ART and the Planning and Zoning Commission.

Bob White, Daimler Group, said the parking ratio is similar to that for a medical office.

Mr. Phillabaum stated his concerns that the prominent visibility from the public right of way of the proposed parking location does not comply with the Innovation District requirements and that the future building will require yet additional parking beyond this initial proposal. He said given the layout of the current parking proposed, this additional parking needed in the future will be a considerable distance away from the building.

Ray Harpham brought up the point that eventually, surface parking will have to give way to parking structures. Mr. Ghidotti said parking structures are not in the plan given the abundance of land available. Ms. Husak reiterated the importance of being able to explain parking needs to the PZC who do not want to see a sea of asphalt and would prefer a parking structure.

Mr. Tyler said that even if they are not ready to graphically show a master plan, at a minimum, they need to develop a cohesive concept plan of how parking and stormwater is to be dealt

with to share with PZC. Mr. Ghidotti recognized that they are going out of sequence to meet the November 2014 deadline.

Ms. Gilger agreed that the PZC has shown an interest in parking structures and that the lot needs to be well planned. Mr. Ghidotti stated that parking structures are usually considered when there is a limited amount of land and believes that is not the issue here.

Mr. Phillabaum noted that the previous plans did not combine the proposed plaza with vehicular circulation and suggested that this be revised. He understood bollards could be implemented to restrict vehicular access but anticipated that the need for this circulation may be warranted in the future.

Greg Chillog, Edge Group, said this was just a first attempt of what can be expected for Phase 1 and that the plaza may be expanded with the next building proposed.

Ms. Yorko asked if November/December was still the projected move in date. Mr. Ghidotti answered yes.

Mr. Phillabaum said that this plan will continue to be reviewed and the ART determination is scheduled for January 9 for approval to go before the Planning & Zoning Commission on January 23, 2013. He said that we can meet next week with anyone that would like to attend.

Mr. Ghidotti recognized that timing was an issue, due to the holidays. Mr. Phillabaum said the agenda would be distributed on January 10, followed by packets on January 17, so if there were any changes or additions, they would need to be received by January 14. Mr. Ghidotti asked for submission process clarification.

Mr. Phillabaum suggested that time be allowed for a thorough analysis to be completed with Brian Martin, the City's zoning inspector. He said a consolidated letter of that analysis with what was discussed today would be distributed for review. He again stated that parking analysis assumptions would be helpful as it is a major element to the site proposal.

Mr. Ghidotti asked how familiar the ART was with the proposed physician assistant program. He suggested that since not everyone has had the opportunity to read the minutes from the informal review presented to the PZC on December 5 that he would provide a brief overview. He said that Ohio University plans to open a physician assistant's program in May 2015, which requires accreditation from a national body by November 2014. This would require starting construction March 1, 2014, obtaining the ART's approval, the PZC's approval January 23rd, and submitting a building permit January 10th. He understands this is all out of sequence and is on an accelerated schedule, but it is the only way to achieve a shell and walk thru space. He admits this is a work in progress and does not have all the answers at this time.

Gary Gunderman concluded this case would be on the next agenda for further review. Mr. Ghidotti said by not having a meeting next week, his group could use the time to work on the updates as suggested today.

Mr. Phillabaum stated the ART would review next week, even if the applicant was not present.

Mr. Ghidotti asked if there would be a vote among ART members. Mr. Phillabaum said

determinations are made by consensus with conditions in order to make recommendations to go to PZC.

Mr. Gunderman asked if there were any other questions or concerns.

Mr. White asked how to best justify their need for parking. Mr. Phillabaum suggested they provide a better description of their unique use and part of that could be a comparison to medical office use.

Mr. Tyler warned the applicant to be careful because using the medical office use might address the number of spaces but not the design of the parking. Mr. Hahn suggested that whatever the logic is, that it be put in a more narrative form since the Code requirement was both for numbers of spaces required and the layout were not a perfect fit for the use proposed and Mr. Tyler agreed.

Mr. Ghidotti asked if the Code is just used as a guide and not used to mandate. Ms. Husak answered by saying a starting point is needed. She said for example if our Code requires 92 spaces, the applicant would then have to "sell" the need for 400 spaces. Mr. Phillabaum thought most of PZC understood the request but a number is needed as well as an improved configuration.

Mr. Tyler and Mr. Phillabaum were both interested in what the future plans were for parking to accommodate an additional building.

Mr. Ghidotti said prettier elevations and connectivity will be provided for January.

Mr. Gunderman asked when a master plan would be available for OU. Thomas Raabe with OU answered, someday. He said a consultant had been hired and a first reading of that study will be done in March/April.

Jessica Chouteau with EMH&T said they will address the physical elements.

Mr. Gunderman asked if there were any further questions or comments regarding this application. [There were none]. He confirmed this case would be discussed at next week's Administrative Review Team meeting with a recommendation to the Planning & Zoning Commission scheduled for January 9, 2014.



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**ADMINISTRATIVE REVIEW TEAM**

**MEETING MINUTES**

**DECEMBER 26, 2013**

**CASE REVIEW**

**1. 13-119WID-DP – ID-1 – Ohio University College of Health Sciences and Professions – Post Road & Industrial Parkway**

Dan Phillabaum said this is a proposal for an approximately 87,000-square-foot, three-story educational building, parking lot, and associated site improvements as part of the Ohio University Dublin Campus. He said the site is located on the south side of Post Road, west of Eiterman Road. He explained this Development Plan Review application is proposed in accordance with Zoning Code Section 153.042(D).

Mr. Phillabaum provided some recent updates. He reported that he and Brian Martin, Zoning Inspector, had visited the site on December 20 to evaluate the condition and placement of the existing trees. He said there were two significant, mature Maple trees that will remain on site but some of the other trees are not worth saving as they have been cropped at the top to allow for utility lines, which will not affect the layout.

Mr. Phillabaum said there is no master plan for the campus. He said he was conducting some analysis of the site plan overlaid onto the street network to gain a better understanding of the site layout and property lines. He pointed out the proposed street connections and where the applicant is showing a slight realignment of the future roadway extension from the roundabout. He said that the lack of a master plan could create problems due to the inability to assess the site beyond the proposed building, parking, and pond, which hinders our ability to see everything in context.

Fred Hahn asked if we could expect even a conceptual drawing before this moves forward. Colleen Gilger said she did not anticipate that Ohio University would have anything to show for several months. She pointed out that Daimler will own the proposed building. She said it is her expectation that the whole campus could develop as a series of individual buildings.

Mr. Phillabaum expressed concerns about the proposed alignments of the property lines and several ART members agreed. A brief discussion of the street alignments and site constraints driving the proposed alignments ensued.

Mr. Phillabaum said the exact alignment of the roads can be tweaked to some extent.

Mr. Hahn noted that the southernmost piece of land to the south of the OU campus has a creek that runs through the property so the future roundabout cannot be shifted farther to the south but could be moved farther west.

Ms. Gilger noted these are public streets and the north roundabout is in a fixed location. She

said subarea three would not be deeded to OU and would instead be made available for future development partnerships between OU and the City.

Mr. Phillabaum said the applicant plans to file building permits in two weeks, which makes working within this accelerated time frame a challenge.

Mr. Hahn asked how the applicant plans to explain the parking ratio to the Planning and Zoning Commission (PZC) and if they were planning to present more substantive changes since the last meeting with the Commission on December 5, 2013.

Ray Harpham asked the extent to which PZC will be involved in the review and determination on this proposal, and how well the applicant is processing the feedback and recommendations. Several ART members stated that the applicant heard the overwhelmingly positive remarks about the architecture but not as much with regards to the sea of asphalt proposed for parking. Several options to possibly resolve this issue were discussed such as reconfigurations and the addition of trees planted within parking lot islands to strike a better balance.

Mr. Harpham asked about the pond with relation to the road as it was not clearly identified.

Mr. Hahn asked about the design of the pond. Mr. Phillabaum said a stormwater report had been submitted, so he did not expect the design of the pond to change.

Mr. Harpham questioned whether the ART needed much more thorough site plans showing the proposal in context to be able to conduct a more thorough analysis on which to base our recommendations.

Rachel Ray asked Mr. Phillabaum to clarify the timing of this application.

Mr. Phillabaum stated that the ART's determination is scheduled for January 9 for the applicant to proceed to the PZC on the 23<sup>rd</sup>. He said that during the weekly meetings with the applicant, they have discussed the expectations for the West Innovation District. He said similar to the Bridge Street District, PZC will be asked to review the elements that do not meet the Code requirements.

Several ART members reiterated their concern about the site layout, and said questions about the overall site and master plan would need to be directed to OU rather than Daimler.

Mr. Hahn suggested that if applicable, the applicant should describe how the proposed parking is a temporary remedy to their immediate needs and the future vision is a work in progress.

Mr. Harpham asked if there was anything the members could do to help. Mr. Phillabaum said he was still completing the case analysis, which he would send out for review and input when it is complete.

Mr. Phillabaum said he plans to meet with the applicant next week and impress upon them the need for a vision for the area, factoring in the transportation network for the West Innovation District.

Ms. Gilger noted the City's desire to minimize any right-of-way encroachment on the adjacent property to the west.

Mr. Phillabaum asked Alan Perkins if he had received the plans for the turnaround yet. Mr. Perkins said he had not and had concerns with maintaining fire access to the existing buildings.

Mr. Phillabaum asked the ART if there were any additional questions or concerns or any further items for discussion. [There were none.] The meeting was adjourned at 2:50 pm.



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**ADMINISTRATIVE REVIEW TEAM**

**MEETING MINUTES**

**JANUARY 2, 2014**

**CASE REVIEW**

**1. 13-119WID-DP – ID-1 – Ohio University College of Health Sciences and Professions – Post Road & Industrial Parkway**

Dan Phillabaum said this is a proposal for an approximately 87,000-square-foot, three-story educational building, parking lot, and associated site improvements as part of the Ohio University Dublin Campus. He said the site is located on the south side of Post Road, west of Eiterman Road. He explained this Development Plan Review application is proposed in accordance with Zoning Code Section 153.042(D).

Mr. Phillabaum reported that updated information had been received this week from the OU consultant team:

- Monday — Architecture Update
- Tuesday — Grading and Stormwater Update
- Thursday — Pedestrian Connections Plan, AutoTurn Analysis

Mr. Phillabaum said he understands that a master plan for the overall Ohio University campus is still being developed but a master plan in some kind of context is needed to gain a better understanding of the proposals for the site. He said that what has been received to date shows the north and south areas split in half but nothing that shows the overall campus including future streets on a single plan. He said he had to create a composite plan himself based on the drawings submitted that illustrates the campus as a whole. He pointed out that this plan more clearly shows the misalignment with the Thoroughfare Plan. He presented the details of the Thoroughfare Plan for the West Innovation District that includes the extension of Industrial Parkway south of the roundabout, which the applicant proposes will become 'Academic Drive.'

Mr. Phillabaum reported that he just received a plan from Greg Chillog today, which sets the access point and alignment of the road, but it interferes with the location of the pond. Mr. Phillabaum reported that he conferred with Jeannie Willis, Engineering Manager, about the proposed alignment, and it is not acceptable to the City. He said the road alignment needs to present a more gentle curvature. He said that because the proposed site plans do not align with the Thoroughfare Plan, this is a substantial issue.

Mr. Phillabaum pointed out that he had incorporated a conceptual second building into his composite overall site plan, which he estimated to be half the size of the first phase building proposed, which also included future parking. He said that this is likely to raise many questions from the Planning and Zoning Commission (PZC) again about the lack of a master plan. He

stressed that if another building is proposed, they will need to explain where the parking would be to support its use if a parking structure was not an option. He noted that there is another meeting tomorrow with staff and the applicant to discuss the overall project schedule and timing at a higher level, and asked if there were any preliminary thoughts based on the information presented today.

Paul Ghidotti reported that he did not have the opportunity to review the plan sent by Dana McDaniel on Monday, which showed the line for the future portion of Industrial Parkway. He asked if Jessica Chouteau saw it and if it included the southern alignment. He thinks she may not have, as the pond is in the wrong area and if the alignment has to be in that location, it pushes the parking further out. He said Ms. Chouteau was not present to address these issues. Mr. Ghidotti explained that one parking lot was not intended to service that entire building. He said parking will be spread out over the campus. He said the parking for the buildings at 7001 and 7003 Post Road could be used and encouraged the ART to consider the overall campus. He stated that the ratio for parking could be different for the next building. He referenced the stormwater management for the site and noted that EDA subarea 1 could serve as a good location for a regional stormwater facility. He asked how PZC might respond to eliminating the pond in front of the large parking area along the future road extension, since he thought the plantings around it might help screen the parking from the roadway.

Mr. Phillabaum said that a pond in front of parking is not a prerequisite. He suggested creating a large landscape island in the center of the parking area to break up the amount of pavement and landscaping to help soften the appearance from the road.

Mr. Ghidotti suggested that if the pond were relocated to a regional stormwater facility, they would gain a lot of area to better design the parking area in the direction that Mr. Phillabaum described. He pointed out areas that could accommodate parking for future phases but stated it is important to see how the first phase is built out. He said he has not received any feedback from OU yet on what their anticipated parking needs might be; he said it could be a lot less than what has been proposed.

Mr. Phillabaum reiterated that the City's objective was to avoid being painted into a corner by the road alignments proposed as part of this first phase. He said that if the pond gets built as drawn, ultimately we will be stuck with an alignment that we do not support, and that is why the first phase needs to be right.

Mr. Ghidotti asked how they should best move forward. Mr. Phillabaum said they will talk with Dana McDaniel, tomorrow about the schedule, but ultimately, the ART cannot make a recommendation with a major condition that a pond or parking lot be redesigned.

Mr. Ghidotti asked how the redesigns can be accomplished within this time frame. Mr. Phillabaum suggested they start drawing and submit the revised plans as soon as possible.

Gary Gunderman emphasized the need for a real stormwater plan that can be analyzed.

Mr. Ghidotti was concerned with this information being presented today, considering it was the 19<sup>th</sup> meeting with the City.

Ray Harpham pointed out that the ART is just now reviewing a plan that shows a layout for the entire campus in context with the future roadways, which brings all of these issues to light and that is only because Mr. Phillabaum had to create the drawings after not receiving the plans he had requested.

Jeff Tyler asked if structured parking was off table. Mr. Ghidotti said yes, because of the cost per parking space, which is approximately \$18,000 – \$25,000 per space in a parking structure. He said he did not believe that the cost argument would be relevant to the discussion with PZC.

Mr. Tyler stated that he understood, but the applicant is asking the Commission to approve a plan with a significant amount of parking and the potential for even more parking for future buildings without sufficient information and without a master plan. He said the ART is going to have a difficult time making a solid recommendation without all the details.

Mr. Phillabaum said that even if a parking structure is not an option in this first phase, if it is an option that could be considered in the future, conceptual locations should be reflected in the master plan, along with locations for future buildings. He said the perception seems to be that the land available for development is limitless and that is certainly not the case. He recommended that the applicant make the existing parking even more efficient. He also suggested that they present a conceptual 30 year plan, even if it could change in five years.

Mr. Tyler agreed that they need to provide a conceptual master plan at a minimum, including a parking garage as one option.

Mr. Ghidotti said he appreciated the feedback.

Mr. Phillabaum stated that there are a number of ancillary site design issues in addition to the City's more significant concerns with the parking and road alignments. He referred to the dry detention basin shown in the northern portion of the site, which requires the removal of significant trees. He said the City would not support the tree removal in that location. He explained that in order to warrant a request for a tree waiver, every effort needs to have been made to save these trees first, and he did not believe that was the case.

Mr. Ghidotti said he believed that the plans may be incorrect, because he did not think they intended to remove those trees. He thought there might have been a tributary split that requires the basin in the north portion of the site in addition to the retention pond in the southern portion.

Mr. Phillabaum suggested that if all of the stormwater management could be relocated to the south as part of a future regional retention basin, it could be sized to accommodate the first phase, leaving room to expand and be resized for future development.

Mr. Tyler advised the applicant to consider alternative stormwater solutions such as a bioswale, green roofs, permeable pavement, etc., which prompted a brief discussion of location options.

Mr. Phillabaum asked Greg Chillog about some trees noted on the proposed site plan. He said that he and Brian Martin, Zoning Inspector, had visited the site and noticed major trees clustered together that were topped due to the utility lines, which probably should be removed. He said the significantly sized Sugar Maple, mislabeled as a Spruce tree on the plans, was in

good condition and would not interfere and asked that it be preserved. He said it would provide a nice screen to the service area on the other side of the lab building.

Mr. Chillog said they would take another look at the plans.

Mr. Phillabaum asked the ART members if any of them had the opportunity to review the updated stormwater report received on Tuesday. He said architectural updates were provided but at this point, they were low on the priority list.

Mr. Harpham said none of the architectural revisions were substantial enough to be concerned about at this stage.

Alan Perkins said he needed to review the Pedestrian Connections Plan and AutoTurn analysis he had recently received. He stated they needed to maintain access to 7003 Post Road and may ask Jessica Chouteau with EMH&T to provide an additional AutoTurn analysis.

Mr. Phillabaum asked the applicants if they had any additional questions for the ART members. Mr. Ghidotti said no; they will incorporate the stormwater changes and parking lot modifications on the proposal and get the revised plans submitted as soon as possible.

Mr. Phillabaum reiterated that in order to go before the PZC on January 23, the applicant will meet twice more with the ART before a recommendation is made on January 9. He explained that cases would normally be placed on the Commission's agenda on the 10<sup>th</sup> but only when there are no substantive changes expected. He said that next week the ART can review more plans before the packet is due on the 17<sup>th</sup>.

Mr. Phillabaum said today marks the 15-day rule submittal deadline for the January 23<sup>rd</sup> meeting.

Ms. Gilger said Mr. McDaniel has not ruled out proposing a special Commission meeting to accommodate this project's accelerated schedule. Mr. Gunderman said, as it stands now, missing the January 23<sup>rd</sup> meeting puts this off for two weeks until February 6, 2014.

Mr. Ghidotti said he already planned to submit plans to begin the City's building permit review, but he is concerned they are setting themselves up for failure with this accelerated timeline and submitting out of sequence.

Mr. Gunderman agreed the timeline did not seem to be working out.

Mr. Tyler said Building could start reviewing the building plans to see if the applicant was compliant with the building codes, but the zoning would be disapproved for the first round.

Mr. Tyler advised the applicant to keep in mind that once they have decided where the building is going to be, there would be no problems with the building permit. He emphasized that the other site issues should be of greater concern.

Mr. Gunderman asked when we might expect additional revised drawings. Mr. Ghidotti answered possibly early next week.

Mr. Phillabaum said it was okay to send preliminary revisions to review to make sure they were heading in the right direction, and he would be the point of contact for staff.

Mr. Gunderman asked the applicant team if they had any further questions or comments. [There were none.]

Mr. Phillabaum confirmed with Mr. Ghidotti that they will meet tomorrow face-to-face at 5800 Shier Rings Road in lieu of a phone conference.

Mr. Gunderman asked if there were any additional questions or concerns regarding this case and if there were any further items to discuss. [There were none.] The meeting was adjourned at 2:50 pm.



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**ADMINISTRATIVE REVIEW TEAM**

**MEETING MINUTES**

**JANUARY 9, 2014**

**DETERMINATION**

**1. 13-119WID-DP – ID-1 – Ohio University College of Health Sciences and Professions – Post Road & Industrial Parkway**

Dan Phillabaum said this is a proposal for an approximately 87,000-square-foot, three-story educational building, parking lot, and associated site improvements as part of the Ohio University Dublin Campus. He said the site is located on the south side of Post Road, west of Eiterman Road. He explained this Development Plan Review application is proposed in accordance with Zoning Code Section 153.042(D).

Steve Langworthy said the plans that are being reviewed, may or may not be the most current.

Paul Ghidotti began by stating that what he heard from the ART last week was a clarification on the road alignment of Industrial Parkway being extended south of their access point. He said he met with Dan Phillabaum and Kristin Yorke to go through the approaches. He said they discussed parking issues along the south of the building that runs along the road as well as stormwater issues. Mr. Ghidotti said they are working on a plan, which he understood only allows a short time frame for Planning to review. He said he will provide a landscape plan showing the parking layout and respecting the roadway to south. He stated that EMH&T provided an engineering plan last night/early this morning.

Mr. Ghidotti reiterated that in order to stay on the original schedule to go before the Planning and Zoning Commission (PZC) on January 23, they need a determination from ART, today. He asked if conditions of approval could be written to address issues not meeting the City's satisfaction at this time. He said he is not comfortable with any scenario if he is not able to start construction on or about March 1. He noted that since they first met with the City about this proposal, they have made many changes. He said he understood the City's concern that they still do not have a master plan, and unfortunately do not plan to provide one. He clarified that the site of the dry detention basin at the south end of the site is intended for a future bldg.

Mr. Langworthy asked the applicant if it was his intent to resolve the parking issues, today.

Mr. Ghidotti said when they met with PZC in December, he heard them say that they did not like the parking layout at that time. He said they have since come back with the same parking configuration but with a pond in the front to help screen it from the street. They made the mistake of not having the road in correct alignment.

Mr. Langworthy asked for the date of the plan the ART was intended to review. It was confirmed to be January 9, 2014. He said that Mr. Phillabaum had completed an initial review and had comments to present.

Mr. Phillabaum said that Greg Chillog, Edge Group, had sent a parking lot design with comments back, yesterday, which incorporated many of the revisions discussed but it was his belief that the parking arrangement can be better. He voiced his apprehension of the parking appendage to the south, which appears to be an obvious "tack-on" in the worst possible location, adjacent to the Industrial Parkway extension, instead of tucked closer in to the campus. He asked if that section could be eliminated and more landscaping added to provide a visual break along Industrial Parkway. He said with the revisions he was suggesting, the only change to the parking space count would be the section he recommended for elimination. Mr. Phillabaum said he has had no time to complete an analysis of these new plans to see what meets Code, make a recommendation, and determine whether any deviations would be appropriate.

Mr. Langworthy asked Mr. Phillabaum if there were any other outstanding issues like the problem with the property line. Mr. Phillabaum answered they appear to greatly exceed the required parking, but the applicant has not yet submitted a complete parking analysis either.

Mr. Ghidotti reported they did a study of Ohio University's satellite campuses, excluding some clearly dissimilar projects. He said their need for parking is more than what was even proposed originally. He stated they need to have spaces for 4.5 cars per 1,000 square feet of office space. He said the east side of the parking lot fronting on the green formed between the three existing campus buildings is a great location for a building of the same general size. He said their goal is to create an overall campus feel by having parking located around the perimeter of the site, with buildings and a campus green internal to the site.

Mr. Phillabaum said the original Economic Advancement Zone (EAZ) Plan did not anticipate a true university campus in this area. He said the plan clearly states that parking should be at the back or the side of buildings, limiting their view from the right-of-way.

Dana McDaniel clarified that colleges had in fact been considered as an anchor tenant, even back in 2007 when Ohio State was looking at a facility in this area. He said the City sought Ohio University for this site. He said their vision incorporates parking garages but understands it will take time to get there.

Mr. Phillabaum said the Zoning Code speaks to different standards, stating that if parking is visible, it needs to be well designed.

Mr. Ghidotti said the shape of subarea 1 does not create enough room for parking. He said his vision was for this building in Phase 1 and a sister building in the next Phase that would establish a gateway element at the roundabout. He thought everyone was in agreement on that. He said it was his belief that there is no other place to put parking. He said he could not think of a parking garage that had been built for an office building in a suburban environment without a subsidy, since they are normally built due to limited ground availability.

Colleen Gilger agreed with Mr. Ghidotti.

Mr. Phillabaum explained that the vision for Industrial Parkway is that it will become like Emerald Parkway, as a primary connector roadway that will parallel US 33 much like Emerald Parkway rings the outer belt.

Mr. Ghidotti asked about the parking for Cardinal Health and Verizon positioned on the northern part of Emerald Parkway.

Mr. Phillabaum clarified that unlike this site, Cardinal Health and Verizon have frontage on I-270, and the buildings are positioned to have frontage on the highway.

Mr. Ghidotti stated that a decision would need to be made, whether Post Road or Industrial Parkway are more important in terms of creating gateways and locating parking.

Claudia Husak asked about the parking "appendage" proposed, and if it was necessary on day one. Mr. Ghidotti replied that it was necessary.

Mr. Phillabaum stated that the required parking for this site is still difficult to determine because parking numbers have not been provided by the applicant. He asked Mr. Ghidotti if they can provide a number of estimated students for classes anticipated for the second and third floors of the building.

Mr. Langworthy clarified that, as the Code is written, parking cannot exceed the Code requirement. Mr. Ghidotti asked about the stringency of the Code and if exceeding the requirement by one space requires PZC approval. Ray Harpham confirmed but asked him not to get hung up on "one car" making it an issue. He pointed out that there appears to be a significant amount of parking proposed beyond the number required by Code.

Mr. Langworthy said in order for PZC to take action to approve a Development Plan for this site, they need to see what Code requirements are not being met. He emphasized the need for a list of items in order for ART to make a recommendation, starting with the parking requirements.

Mr. Phillabaum reiterated that a base has not been received to make a comparison. Ms. Cox requested that the applicant provide the report they prepared from analyzing other satellite campuses and said it needed to be reviewed by Mr. Phillabaum. Ms. Cox recommended that they take into account that collegiate commuter campuses are different, and a comparison to a vocational school is probably a more appropriate comparison in this case.

Mr. Phillabaum asked for a relationship between specific lots and specific buildings. Mr. Ghidotti said it was currently 108,000 square feet and asked how many spaces are needed based on that 4.5 spaces/1000 calculation.

Ms. Husak clarified that Planning was not necessarily opposed to the amount of parking proposed but asked that the location and amount be justified.

Mr. McDaniel said he attended the PZC on December 5, 2013, and he thought they understood that a campus has very different needs than an office campus. He suggested that OU make the argument of their need based on how this Development Plan compares to other campuses.

Mr. Langworthy asked that a ratio be provided, which shows the relationship between this building and the parking proposed.

Mr. Ghidotti asked how to calculate the parking when the second and third floors uses are still unknown and would be estimates or guesses. Mr. Langworthy said a best guess as to the potential tenants would be best. He said that as for the second requirement not meeting Code in terms of the parking location, helping the Commission understand the overall campus plan will help the argument for having parking at the side or rear of the building.

Mr. Ghidotti asked what is considered the "side" in relation to this campus. Mr. Langworthy said this site was not associated with a campus when the Zoning Code was written. He emphasized the need to explain the philosophy and vision for this campus and how the individual buildings should be accommodated.

Mr. Phillabaum readdressed the property line issue related to calculation of building setbacks. Mr. Ghidotti asked if a condition could be written requiring that the properties be combined to eliminate the setback in the middle of the campus.

Mr. Langworthy clarified the design direction for the parking lot that it would be split up into five bays plus the "appendage" south of the main parking area. He noted that Mr. Phillabaum had suggested narrowing the "triangle" island in the parking lot to reinforce buffering from the roadway as it had not been incorporated into the plan yet. Mr. Phillabaum referred to the sketch, which showed smaller pods of parking along the right-of-way noting that landscaping would benefit the user by buffering against strong prevailing winds.

Greg Chillog, Edge Group, said he had received Mr. Phillabaum's parking lot plan sketch but did not present a revised plan simply because he did not have time.

Fred Hahn said that if the recommended changes did not significantly change the footprint of the plan and the number of spaces, it appeared to resolve the issue by breaking up the mass of asphalt.

Mr. Ghidotti said there were cost ramifications with additional islands, particularly irrigation and drainage and they do not always look the best, but they would consider it.

Mr. Phillabaum clarified the provision of bicycle parking. Mr. Phillabaum requested that the applicant provide a bicycle connection to the buildings and the multiuse path proposed on Industrial Parkway.

Mr. Langworthy referred back to the site plan, asking if a vertical element could be added at the end of the drive to create more of a significant entrance.

Mr. Ghidotti thought it made sense to have an additional meeting with Mr. Phillabaum, making sure everything was resolved. Mr. Phillabaum agreed but asked for time to conduct a thorough review of what had been presented.

Mr. Langworthy brought up the subject of mounding along the edge of the parking lot. Mr. Hahn inquired about the width between the parking lot and the right-of-way. Mr. Phillabaum specified that it appeared to be 30 feet to the right-of-way to a multi-use path, 35 – 40 feet to play from back of curb to edge of bike path.

Mr. Phillabaum asked Alan Perkins if the AutoTurn analysis had been completed and that the site sufficiently accommodated fire access. Alan Perkins said it would and that he was pretty

confident that the future main access to the site would be from Industrial Parkway. He requested that the future access be reflected. He added that in the future, the fire apparatus turn-around area behind the 7003 Post Road building and the aerial apparatus access (dumpster location) next to the proposed building will need fire lane signage and potentially pavement markings to prohibit unauthorized parking.

Mr. Langworthy asked each ART member if they had any further questions or concerns.

Mr. Harpham noted that one strip along Industrial Parkway was very narrow and would not allow room for screening of height, and that he was more comfortable with mounding than just planting.

A discussion ensued over possible landscaping for the two dry basins. It was suggested that if they are known to be temporary basins, it needs to be reflected on the Development Plan. Mr. Ghidotti said the southern basin is a place holder until a master plan is completed.

Mr. Langworthy said they would need to be staged until a formal management plan was created.

Ms. Cox said that some of the information already received is ok in that regard.

Mr. Phillabaum noted the discrepancies on the tree survey. He inquired about the 62" Sugar Maple. He was assured that the trees in question would be preserved to the extent possible. He was told the sanitary sewer running through the tree's canopy may impact its survivability, so they have calculated the replacement inches just in case.

Ms. Cox approved of the stormwater plan. She thought the new water service and fire hydrants were covered at this point.

Mr. Langworthy reiterated that a minimum/maximum base number for parking was needed for the Code requirement. Mr. Ghidotti said he would provide the off-site analysis.

Rachel Ray read the conditions currently being recommended:

1. That the applicant provides Planning with vehicular and bicycle parking data, including the number required and number proposed, prior to review by the Planning and Zoning Commission;
2. That the applicant modify the site plan consistent with the ART's comments, including the parking lot design, bicycle parking, provision of a terminal vista, and fire access;
3. That the lots be combined prior to occupancy;
4. That the parking lot be modified to include mounding, additional landscape islands, and breaking up the parking areas into smaller pods, prior to review by the Planning and Zoning Commission; and

5. That the applicant include a scaled composite site plan prior to review by the PZC.

Mr. Hahn confirmed that the Zoning Code has requirements for the height of the mounds intended to screen the parking lot.

Mr. Chillog asked if the mound also had to include a continuous line of hedge or evergreens. He asked about the open space tree planting requirement and promised to provide a plan to Mr. Phillabaum by the end of day Monday and will attend the meeting on Tuesday to answer any questions.

Mr. Langworthy recommended meeting again before making a recommendation to the Planning and Zoning Commission. He suggested that the ART hold a Special Meeting on Tuesday, January 14 at 2:00 pm.

Mr. Ghidotti said he understood the City's reluctance to make a recommendation at this time due to the lack of information and time. He expressed his appreciation for the City's efforts to make the schedule work.

Mr. Langworthy confirmed the date, time, and place for the Special Meeting before adjourning at 3:20 pm.