City of Dublin

Office of the City Manager
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Phone: 614-410-4400 • Fax: 614-410-4490

Memo

To: Members of Dublin City Council

From: Dana L. McDaniel, City Manager

Date: November 3, 2016

Initiated By: Vincent A. Papsidero, FAICP, Planning Director
Lori J. Burchett, AICP, Planner II I

Re: Request for Appeal – Charles Penzone Grand Salon (16-071SPR)

Summary

This is a request for City Council to determine whether or not to hear an appeal of a Code requirement for the incorporation of a neighborhood street into the redevelopment of the subject parcel, which was a condition of approval made by the Planning and Zoning Commission on October 13, 2016.

Background

The Planning and Zoning Commission approved the (final) Site Plan, with seven conditions, for the proposed development on October 13, 2016. The project proposal included a 12,600-square-foot building, landscaping and associated parking. Additionally, the Commission approved a Parking Plan to allow for 85 parking spaces, 54 parking spaces above the allowable maximum and eight site plan waivers as part of their approval. The approval included the condition requiring "that the applicant work with staff to determine the location of the neighborhood street right-of-way dedication, at no cost to the City."

Process

The Bridge Street Development Code (adopted on December 8, 2014) includes an Appeals provision which allows a direct appeal to City Council on any Bridge Street District development decision. An Appeal may be taken by any applicant where it is alleged by the applicant that there is an error or misinterpretation in any order, requirement, decision, grant or refusal made by the required reviewing body for any decision required by the Code.

The appeals process is a potentially multi-level review. The first (and perhaps only) determination, which City Council is being asked to make with this application, is whether or not to hear the appeal. The decision whether to hear the appeal is in Council's complete discretion and must be made by a motion passed by a majority vote. If Council determines that it will hear the appeal, then a subsequent hearing will be scheduled to determine whether the Planning and Zoning Commission's decision should be affirmed, reversed, or otherwise modified.

Description

The approved proposal includes a 12,600-square-foot salon, public open space in the form of plazas and associated landscaping. The proposed development is within the Bridge Street District and is subject to the adopted regulations within this zoning district. The street network map outlining general locations of future streets is a part of these requirements. An east-west neighborhood street is shown on the subject property. As per Code, the applicant is required to dedicate right-of-way for future development of a neighborhood street in the general location. The condition allows the applicant to work with staff to determine the appropriate location that would be satisfactory for the applicant and the City.

Recommendation of the Administrative Review Team

The ART recommended approval to the Planning and Zoning Commission with six conditions:

1) That the applicant provide construction details of the surface parking lot and loading area prior to building permit issuance;
2) That the applicant provide retaining wall details or spot elevations of the retaining wall proposed for the parking area along the western property line to ensure compliance with the provisions of §153.065 (E)(1)(b)1-2: Fence and Wall Height and Opacity prior to building permit issuance;
3) That the applicant work with staff to ensure compliance with exterior lighting requirements of §153.065(F)(1)-(12) – Site Development Standards – Exterior Lighting prior to building permit issuance;
4) That the applicant continue to work with staff to ensure safe pedestrian circulation prior to building permit issuance;
5) That the applicant work with staff to determine the location of the neighborhood street right-of-way dedication, at no cost to the City; and
6) That the applicant continue to work with staff to satisfy landscaping requirements prior to building permit issuance.

Recommendation of the Planning and Zoning Commission

The Commission reviewed and approved (6-0 vote) the parking plan, waivers, and site plan on October 13, 2016 with an additional condition:

7) That the applicant include vertical landscape elements to diminish the view of the blank walls on the west elevation.

Additionally, the Commission approved (6-0 vote) a motion to recommend the applicant appeal the designated grid pattern to City Council for review.

Street Network

Streets. The site is accessed by an existing drive off Village Parkway on the east boundary of the property. Although the plan does not show extension of any streets, the applicant is required to dedicate 50 feet of right-of-way for the future development of a neighborhood street to conform with the Bridge Street District Street Network Map (§153.061). The District Street Network map

block bounded by Cooperstone Drive, Village Parkway, Shamrock Boulevard, and Hobbs Landing Drive East exceeds the maximum block length and block perimeter length permitted in the Sawmill Center Neighborhood District. The applicant will work with Engineering to finalize the details of the right-of-way dedication and access point from Village Parkway. No construction of the roadway will be required at this time. In the event that the adjoining property is developed, the neighborhood street will likely be constructed at that time. Staff has been amenable to allow parking in the right-of-way through an agreement with the City until the time development occurs and construction of the neighborhood street is necessary.

Block/Access. The proposed development is shown as a single block. The Neighborhood Standards permit a maximum block length of 500 feet and a maximum perimeter length of 1,750 feet. As proposed, this development exceeds both of these maximums. Without the dedication of right-of-way as described above, the applicant did request a waiver for block length and block perimeter. At the time of basic site plan, the applicant had indicated agreement to the dedication of the right-of-way for the neighborhood street and staff required the dedication as part of a preliminary plat application.

Neighborhood Concerns

Greystone Mews subdivision is located to the west of the Charles Penzone property. A future neighborhood street would eventually connect to Hobbs Landing Drive East, at the time the adjoining property develops. During the public hearings and meetings with staff, several residents have expressed concerns with a neighborhood street connection into the subdivision. These concerns include decreased property values, increased traffic, safety, and inviting non-resident traffic into the neighborhood.

Recommendation

Staff recommends City Council determine whether or not to hear the appeal, which would be scheduled at the November 21, 2016 City Council meeting.

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J. Robert Rishel
Steven R. Cuckler

Of Counsel:
Grant A. Wolfe
Keith P. Muehlfeld

October 21, 2016

VIA ELECTRONIC MAIL AND HAND DELIVERY

Dublin City Council
C/O Clerk of Council
Dublin City Hall
5200 Emerald Parkway
Dublin, Ohio 43017

RE: Charles Penzone Grand Salon, Case Number 16-071SPR - Appeal of Condition Required by Dublin Planning and Zoning Commission for Right-of-Way Dedication.

Dear Mayor Peterson, Vice Mayor Reiner, and Members of Dublin City Council:

On behalf of our client Charles Penzone Inc, owner of the Charles Penzone Grand Salon, this letter serves as a formal request to appeal Dublin Planning and Zoning Commission's October 13, 2016 decision requiring the following condition:

> *"5) That the applicant work with staff to determine the location of the neighborhood street right-of-way dedication, at no cost to the City;"*

The Charles Penzone Grand Salon has been operating at its current Dublin location for over 25 years and currently has 163 employees with a payroll of $4 Million. Their intent is to build another building on vacant ground next to the existing Grand Salon in order to consolidate an additional 52 corporate employees, who are now operating out of Liberty Township, Delaware County, to the City of Dublin with an additional $3 Million in payroll, bringing the total payroll within the City of Dublin to $7 Million.

In order for this project to be commenced, sufficient available parking is critical. A new public street is not necessary or required for this project. The dedication of a right of way to the City of Dublin will decrease the parking availability, thus preventing this economic development project to move forward.

On October 13, the Dublin Planning and Zoning Commission unanimously approved the following motions:

> 1. To Approve the Parking Plan, permitting 85 spaces, which is 54 spaces over maximum of 31 spaces permitted;

2. To Approve eight (8) waivers including waivers for Maximum Block Length and Maximum Block Perimeter; and,

3. To Approve The Site Plan Review with 7 Conditions (our client is only appealing Condition 5 requiring right of way dedication as detailed above).

4. Moreover, the Dublin Planning and Zoning Commission, on the advice of its legal counsel, determined that it did not have the authority to remove Condition 5, but it unanimously approved a motion urging my client to appeal Condition 5 to the Dublin City Council.

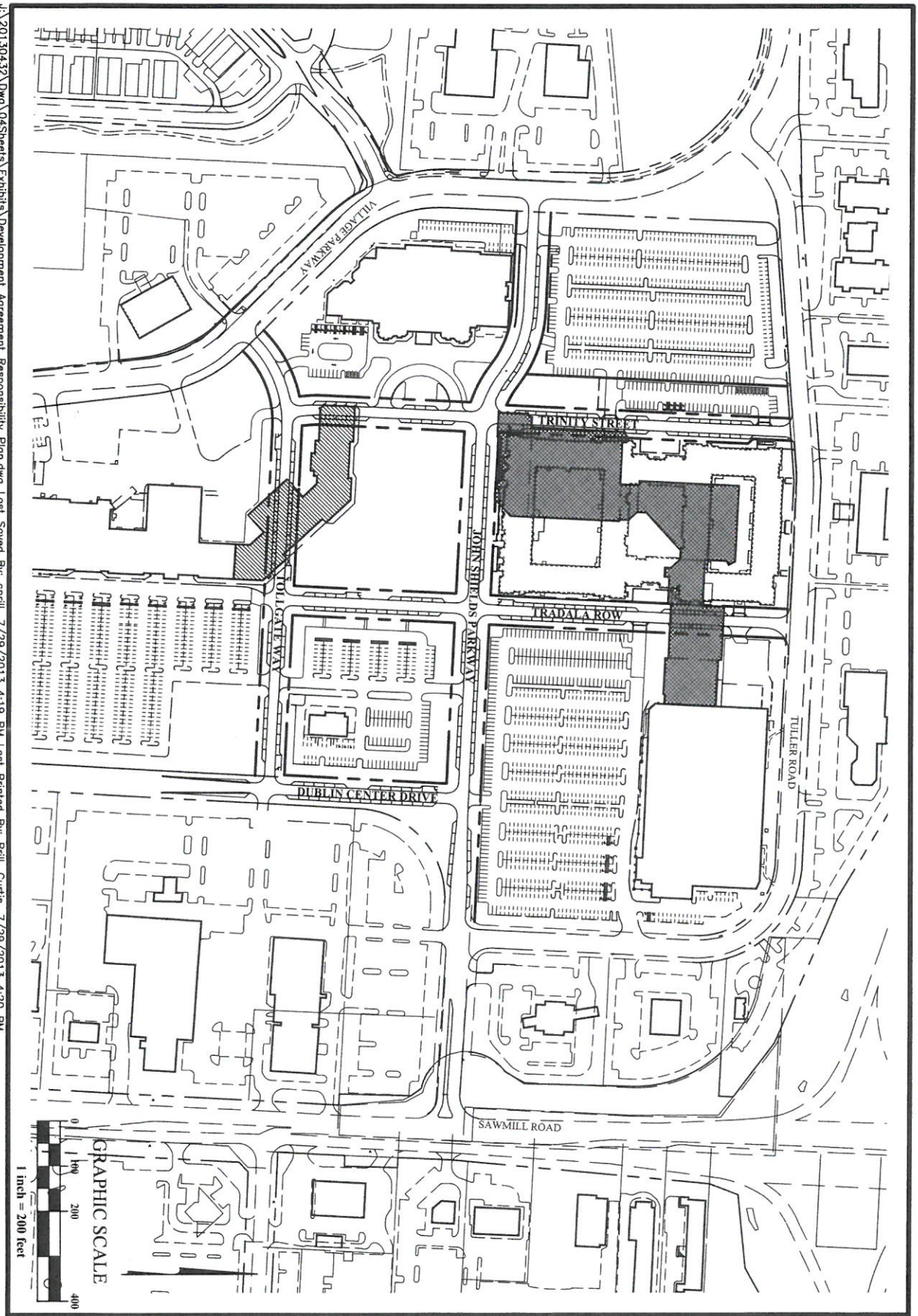
The approval of the Parking Plan and Waivers disprove the condition requiring right of way dedication. This development does not necessitate a new public access. Neighboring residents and business owners do not support this condition. Furthermore, the City of Dublin did not require this condition in the Bridge Street Corridor for The Edwards Company-Dublin Village Center Development (see attached).

Again, on behalf of our client Charles Penzone, Inc., owner of the Charles Penzone Grand Salon, we ask that this appeal be allowed and subsequently heard by the Dublin City Council.

Sincerely,

Steven R. Cuckler

Encl: Dublin City Planning and Zoning Commission Draft Minutes from October 13, 2016
Approved Site Plan for Edwards Company Dublin Village Center Master Plan Phase 1



EMH&T
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CITY OF DUBLIN, FRANKLIN COUNTY, OHIO

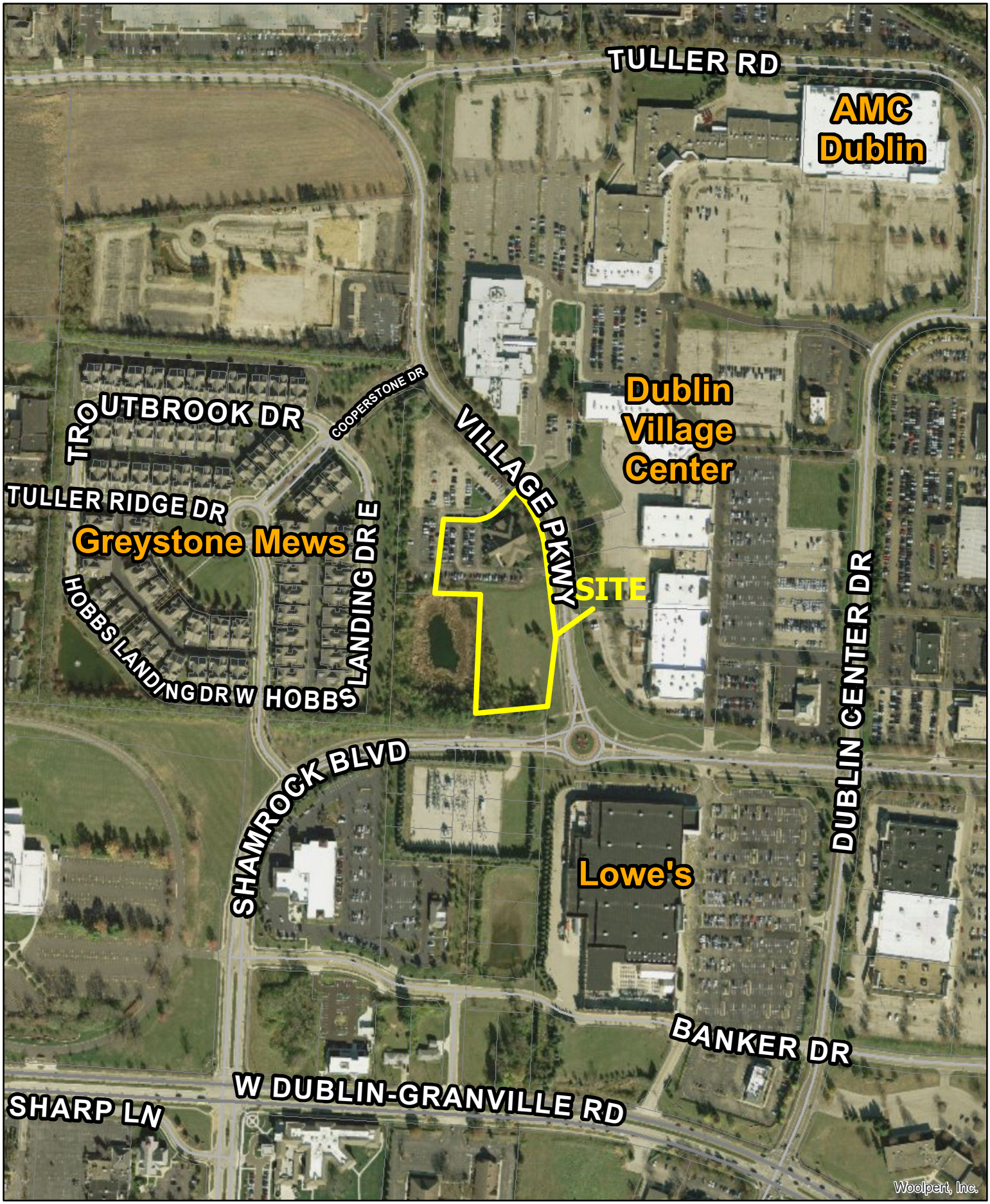
DUBLIN VILLAGE CENTER
PHASE 1 MASTER PLAN

DATE: July 29, 2013

SCALE: 1" = 200'

JOB NO.: 2013-0698

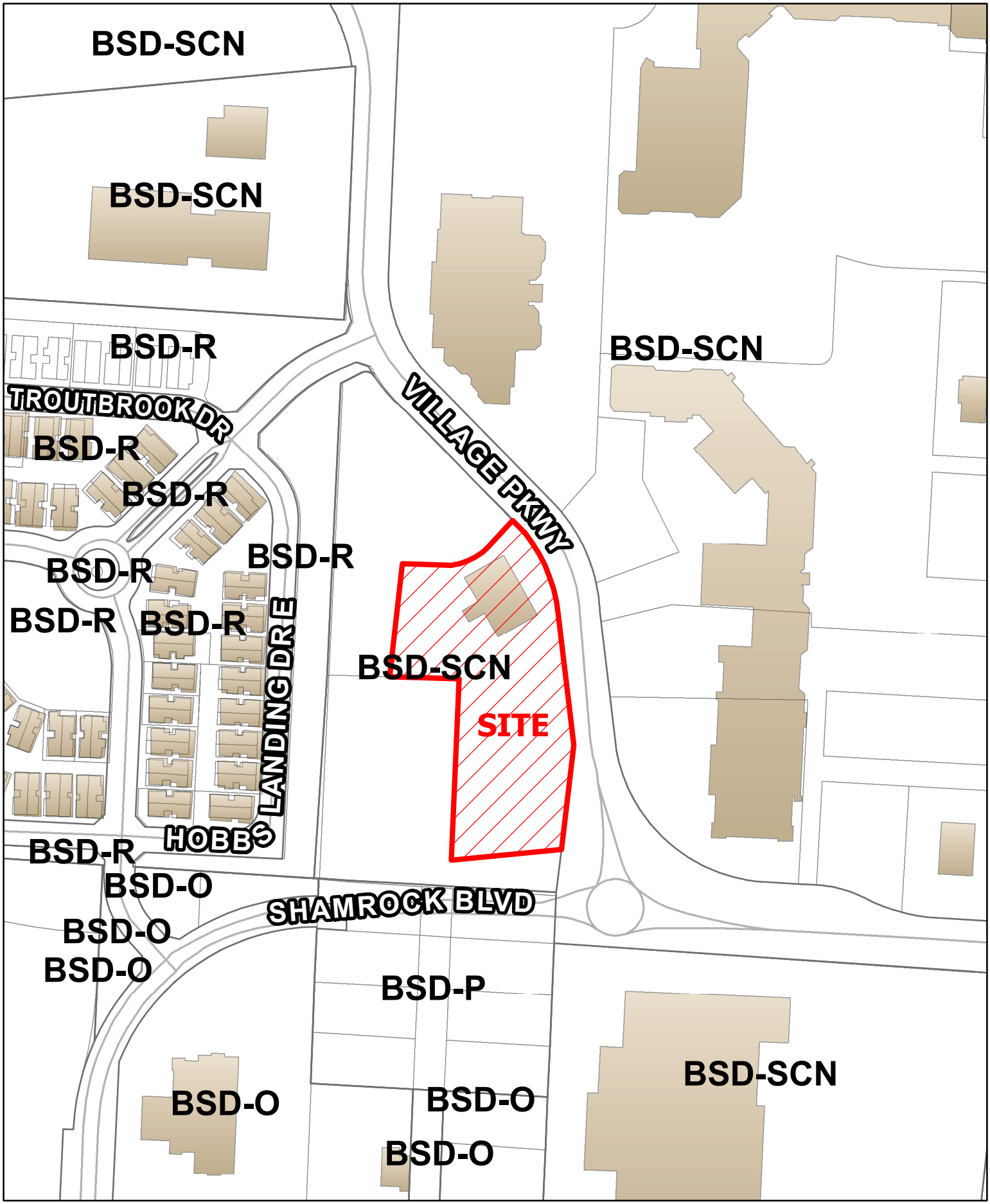
J:\20130432\Dwg\04Sheets\Exhibits\Development Agreement Responsibility Plan.dwg Last Saved By: cprill, 7/29/2013 4:19 PM Last Printed By: Prill, Curtis, 7/29/2013 4:20 PM
7 Xrefs: 20130432-CS-REFR-N, xplan_01, 20130554-CS-REFR-N, 20130698-CS-REFR-N, 20130432-VS-REFR-E, 20130432-VP-MRKG-E, 20130432-XS-REFR-E (GIS Clipped)



City of Dublin

16-071SPR
Site Plan Review
Charles Penzone Grand Salon
6671 Village Parkway

0 250 500
Feet



City of Dublin

16-071SPR
Site Plan Review
Charles Penzone Grand Salon
6671 Village Parkway

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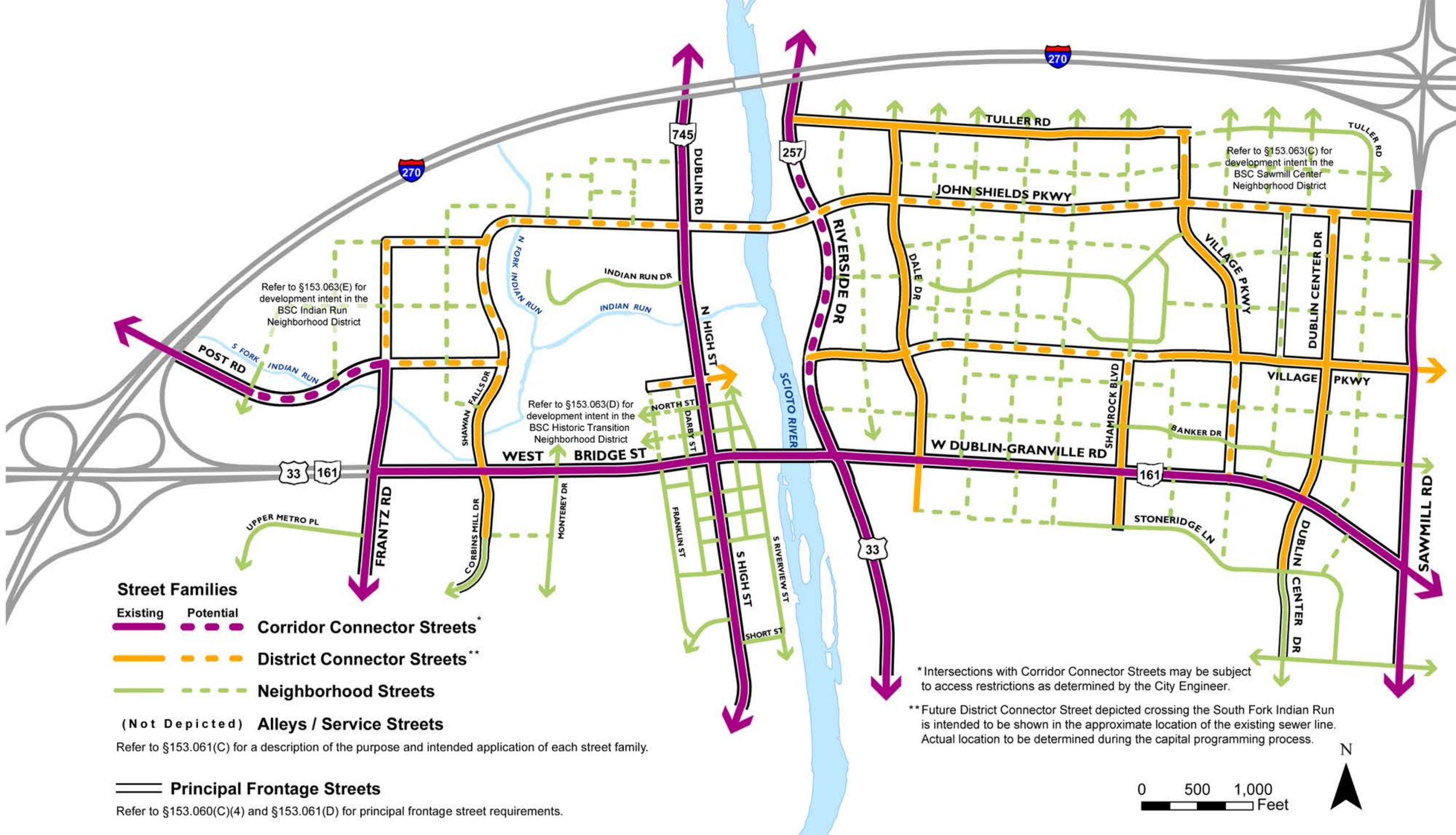
Feet

N


270
745
257
33
161
DUBLIN RD
N HIGH ST
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SCIOTO RIVER
TULLER RD
JOHN SHIELDS PKWY
RIVERSIDE DR
DALE DR
VILLAGE PKWY
DUBLIN CENTER DR
VILLAGE PKWY
SHAMROCK BLVD
BANKER DR
W DUBLIN-GRANVILLE RD
STONERIDGE LN
SAWMILL RD
DUBLIN CENTER DR
POST RD
S FORK INDIAN RUN
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INDIAN RUN
SHAWAN FALLS DR
NORTH ST
DARBY ST
WEST BRIDGE ST
FRANTZ RD
CORBINS MILL DR
MONTEREY DR
UPPER METRO PL
FRANKLIN ST
S RIVERVIEW ST
SHORT ST
Refer to §153.063(C) for development intent in the BSC Sawmill Center Neighborhood District
Refer to §153.063(E) for development intent in the BSC Indian Run Neighborhood District
Refer to §153.063(D) for development intent in the BSC Historic Transition Neighborhood District
Street Families
Existing
Potential
Corridor Connector Streets*
District Connector Streets**
Neighborhood Streets
(Not Depicted) Alleys / Service Streets
Refer to §153.061(C) for a description of the purpose and intended application of each street family.
Principal Frontage Streets
Refer to §153.060(C)(4) and §153.061(D) for principal frontage street requirements.
* Intersections with Corridor Connector Streets may be subject to access restrictions as determined by the City Engineer.
** Future District Connector Street depicted crossing the South Fork Indian Run is intended to be shown in the approximate location of the existing sewer line. Actual location to be determined during the capital programming process.
0 500 1,000 Feet
N

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

OCTOBER 13, 2016

The Planning and Zoning Commission took the following action at this meeting:

2. BSD SCN – Charles Penzone Grand Salon **6671 Village Parkway**
16-071SPR **Site Plan Review**

Proposal:	Construction of a 12,000-square-foot building and associated site improvements on a ±3.54-acre site on the west side of Village Parkway at the roundabout with Shamrock Crossing.
Request:	Review and approval of a Site Plan Review under the provisions of Zoning Code Section 153.066.
Applicant:	Chris Meyers, Meyers + Associates Architecture; represented by, Matt Dunlap, Charles Penzone.
Planning Contact:	Lori J. Burchett, AICP, Planner II.
Contact Information:	(614) 410-4656, lburchett@dublin.oh.us

MOTION #1: Mr. Brown motioned, Ms. De Rosa seconded to approve the Parking Plan:

To permit 85 spaces, which is 54 spaces over the maximum of 31 spaces permitted.

VOTE: 6 – 0

RESULT: The Parking Plan was approved.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Absent
Stephen Stidhem	Yes

MOTION #2: Mr. Brown motioned, Ms. De Rosa seconded to approve the following 8 Waivers:

1. §153.060(C)(2)(a) - Lots and Blocks - Maximum Block Length - 500-feet (required); ±1,020-feet (requested).

2. §153.060(C)(2)(a) - Lots and Blocks - Maximum Block Perimeter - 1,750 feet (required); ±2,750 feet (requested).

3. §153.062(D)(1) - Roof Type - Parapet Height - shall be no less than two feet and no more than six feet in height (required); parapet height varies from less than 2-feet to ±17.67 feet in height (requested).

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4. §153.062€(2)(a) – Façade Material Transitions – Vertical transition shall occur at inside corners (required); east elevations on the same plane (requested).

5. §153.062(J) – Treatments at Terminal Vistas – Treatments shall be incorporated to terminate the view: a tower, a bay window, courtyard with sculpture, pronounced increase in building height, or other similar treatment incorporating a distinct vertical element (required); sculptural entry (requested).

6. §153.062(O)(4) – Loft Building Type – Blank Wall limitations – No horizontal distance greater than 15 feet per story shall be blank or windowless (required); blank walls on elevations (requested).

7. §153.062(O)(4) – Loft Building Type – Vertical Increments – No greater than every 40 feet (required); south elevation (±65 feet), west elevation (±50-feet), and east elevation (±80 feet) (requested).

8. §153.062(O)(4) – Loft Building Type – Primary Materials. The materials to be a minimum of 80% (required). West Elevation: ±50%; North Elevation: ±70%; East Elevation: ±55%; and South Elevation: ±60% (requested).

VOTE: 6 – 0

RESULT: The 8 Waivers were approved.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Absent
Stephen Stidhem	Yes

MOTION #3: Mr. Brown motioned, Ms. De Rosa seconded to approve the Site Plan Review with 7 conditions:

1) That the applicant provide construction details of the surface parking lot and loading area prior to building permit issuance;

2) That the applicant provide retaining wall details or spot elevations of the retaining wall proposed for the parking area along the western property line to ensure compliance with the provisions of §153.065€(1)(b)1-2: Fence and Wall Height and Opacity prior to building permit issuance;

3) That the applicant work with staff to ensure compliance with exterior lighting requirements of §153.065(F)(1)-(12) – Site Development Standards – Exterior Lighting prior to building permit issuance;

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4) That the applicant continue to work with staff to ensure safe pedestrian circulation prior to building permit issuance;

5) That the applicant work with staff to determine the location of the neighborhood street right-of-way dedication, at no cost to the City;

6) That the applicant continue to work with staff to satisfy landscaping requirements prior to building permit issuance; and

7) That the applicant include vertical landscape elements to diminish the view of the blank walls on the west elevation.

VOTE: 6 – 0

RESULT: The Site Plan Review with 7 conditions was approved.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Absent
Stephen Stidhem	Yes

MOTION #4: Mr. Brown motioned, Mr. Stidhem seconded to recommend the applicant appeal to City Council.

VOTE: 6 – 0

RESULT: The recommendation of appeal was approved.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Absent
Stephen Stidhem	Yes

STAFF CERTIFICATION

_____
Lori J. Burchett, AICP, Planner II

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1) That the applicant provide a shared use path easement to the City of Dublin for all public shared-use paths that are located on private property; and

2) That the applicant ensures that any minor technical adjustments to the plat are made prior to City Council submittal.

The vote was as follows: Ms. Salay, yes; Mr. Stidhem, yes; Mr. Miller, yes; Ms. Newell, yes; Ms. De Rosa, yes; and Mr. Brown, yes. (Approved 6 – 0)

2. BSD SCN – Charles Penzone Grand Salon **6671 Village Parkway**
16-071SPR **Site Plan Review**

The Chair, Victoria Newell, said the following application is a proposal for the construction of a 12,000-square-foot building and associated site improvements on a ±3.54-acre site on the west side of Village Parkway at the roundabout with Shamrock Crossing. She said this is a request for a review and approval of a Site Plan Review under the provisions of Zoning Code Section 153.066.

The Chair swore in anyone wishing to address the Commission regarding this case.

Lori Burchett presented the process for this review. She said this project received Basic Plan approval in June 2016. She said there will be three motions tonight: Parking Plan; Site Plan Waivers; and a Site Plan Review with six conditions.

Ms. Burchett presented an aerial view of the site. She explained the existing Charles Penzone Salon is on the same parcel to the north of the proposed structure. She noted that Dublin Village Center is east of the site and Greystone Mews subdivision is to the west.

Ms. Burchett said the Parking Plan is being requested to permit 85 parking spaces when 31 parking spaces are permitted within the zoning district for this use. She reported the applicant demonstrated a need for this plan based on actual counts at their existing salon. She said the Parking Plan was part of their original submittal but was not voted on at that time.

Ms. Burchett presented the proposed modern architecture - a mixture of glass, wood, and metal elements. She said a sculptural feature will enhance the entry and also extend the front façade along Village Parkway. She said a public plaza with contemporary fixtures would also front Village Parkway and there will be walkways and spaces connecting to the existing pedestrian facilities. She indicated landscaping would soften the parking that is located at the side of the structure. She presented the elevations from each direction.

Ms. Burchett said 8 Waivers are being requested, this includes block length and perimeter, parapet height, materials, treatments at terminal vistas, blank wall limitations, vertical increments, and primary materials. She said 10 Waivers were approved with the Basic Plan Review. She explained the need for each of the Waivers. She noted each of the conditions requested for Code compliance for the Site Plan Review.

Amy Salay inquired about the blank walls on the west elevation as the two white walls appear awfully blank but understands landscaping could help with that. Ms. Burchett said she did not have a specific landscape plan but the west façade does not directly front the street.

Steve Cutler, attorney, 165 N. Sandusky Street, Delaware, Ohio, said he was here on behalf of Charles Penzone Salon. He reported the Penzones have been in the community for 25 years.

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Charles Penzone, founder and chairman of Charles Penzone Inc., said they have been in business 47 years. He explained the past 25 years they have had a presence in Dublin and this is the flagship of their company. He said a quarter century ago he planted his corporate flag in the middle of a corn field in this community. He indicated they built the world's largest salon and day spa and the people of Dublin came. He said they love the community and try to be good citizens. He said we all agree on five of the six conditions; the condition for the proposed right-of-way is the issue. He said the road would go through what they intend to be a corporate campus and it would eliminate 30 – 40 parking spaces and make it impossible for them to deal with.

Mr. Penzone said when they built the Grand Salon in 1991, they attracted a lot of media coverage and the number one question asked in every interview was "Why Dublin, Ohio? Why not New York City, Chicago, or Los Angeles?" His answer was property to put 200 – 300 parking spaces were not available in those other cities. He said the property they are on was purchased a year after the Grand Salon to protect the parking. He emphasized what the parking means to them.

Mr. Penzone indicated the neighbors to the west are adamantly opposed to this right-of-way or potential street going through. He said the Stavroff group that could not be here tonight is also opposed to this. He asked that the Commission recommend approval for this application and exclude the right-of-way condition.

Chris Meyers, Meyers + Associates, said it has been a wonderful experience working with the Staff of Dublin. He said as a design team, the project has improved because of the process over the past year. He said the Waivers represent the thoroughness of the Bridge Street Code and how it creates a few unique circumstances for different properties. He repeated the neighborhood condition (right-of-way) is one of those. He stated the language of condition #5 is that the applicant will continue to work with Staff to come to a solution. He referred to the last review with the Commission when they discussed the intended Penzone Campus. He said one of the components that came up in that discussion was the fact that the existing entry drive to the existing salon, which they are utilizing for the new salon, falls pretty much in the same location where a right-of-way or a connecting road would or should go. He said it is everyone's intent on the design side to develop the entry so it has the look and feel of the conditions implied when it comes to the neighborhood streets. He said they are concerned with the passage through the campus into the Greystone Mews. He said they would like to allow connectivity to the community in the way of pedestrian or bicycle access; they are opposed to vehicular access. He said the road could disrupt pedestrian traffic amongst the buildings of the Penzone Campus. He said they envision a very walkable, outdoor campus.

Mr. Meyers presented some renderings, material samples, and a model of the proposed building.

Chris Brown asked if the Commission has any authority over that right-of-way. Phil Hartmann said we have been through this issue pursuant to the Bridge Street Code and a Thoroughfare Plan that required these blocks as determined by Engineering to create connectivity and approved by City Council. He recommended the Commission follow these plans because that is what City Council does. He said the applicant has a right to appeal to City Council as this is beyond this Board's concerns.

Ms. Salay asked what the applicant plans to do with the western façade.

Mr. Meyers explained that the west elevation internally is where the spa portion of the business is located including massage and treatment rooms that require privacy and darkness. He said the landscaping at the south and west corner wraps the parking. He said one of the urban conditions was to bring the parking and the hardscape at the walk area right up to the façade. He said they could introduce foundation base planting and more vertical landscaping to help minimize the solid appearance. He emphasized the result is really the impact of what is happening internally.

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Ms. Salay agreed some landscaping and vertical elements could help disguise the west wall.

Cathy De Rosa inquired about past materials presented as she is no longer seeing all the planters and such and the landscaping seems to be considerably less than before. Mr. Meyers said they were still in the plans.

Mr. Cutler said he wanted to readdress the conditions as he believes the Commission has power per the Charter, Zoning Code, and Bridge Street Corridor Plan. He said the block and street requirement is a planning tool and the Thoroughfare Plan attempted to be attached to that is again part of a planning tool so therefore, he believes the Commission has the authority to act on that and at a minimum the applicant would like the Commission to voice any concerns about the fifth condition regarding the right-of-way dedication.

Bob Miller inquired about the parapet height changes and was concerned that the mechanicals would be visible. Mr. Meyers said they were 90% complete with the final engineering and all the products have been sized and specified. He explained the area wells in the roof components are designed to allow for upwards of six feet of continuous clear space above the units. He clarified there are no 18-foot cantilever walls.

Roger Ansel, 4232 Hobbs Landing Drive, W., Dublin, thanked everyone for making Dublin a wonderful place to live. He said having a roadway that would eliminate Penzone's parking that is necessary to his business, is not what they want coming into their community as they already have three access points coming into Greystone Mews. He said on paper it might have made sense but in reality it does not make any sense. He said they do not even want a bike path or pedestrian path.

Lee Breinich, 4254 Troutbrook, Dublin, said he loves the building proposed but does not want the road. He asked the Commission to vote no on this condition and obtain the opinion of City Council.

Ms. Newell said the applicant would need to bring this back in front of City Council. Mr. Hartmann confirmed it is the applicant's right to appeal that condition to Council and then Council would have a hearing just like this one. He said staff did a great job with the Planning Report and setting this up.

Joan Lastrange, 4234 Tuller Ridge Drive, in Greystone Mews, said she was in support of Mr. Penzone's proposal and supports her neighbors that believe this right-of-way is not necessary. She said she moved here a year ago just to be part of what the City is doing. She said prior to her move she read so many Council minutes. She said she also thinks this is something the Commission is capable of and since we are all here it would be nice to leave here knowing there is a possibility the Commission is against the right-of-way.

Bruce Birkholder, attorney at Issac Wiles, 2 Miranova, Columbus, Ohio, said he is the lawyer for the Dublin Village Center and the Stavroff family. He said he wanted to confirm what Mr. Penzone said is in fact accurate; the Stavroff family and Stavroff Group believe the road is unnecessary as it is a road to nowhere.

Richard Laciano, 4254 Tuller Ridge Drive in Greystone Mews said we are all against the right-of-way. He said whether the Commission does or does not have the authority to kill the right-of-way, he wanted to know the Commission's position on it and what the Commission would recommend to Council.

Phil Beckwith, Greystone Mews, said he did not have anything new to add as all the opposition had been stated but wanted to raise his voice publically to the opposition to the right-of-way for all the great reasons given.

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Shelly Schwartz, 6705 Hobbs Landing Drive, E., Greystone Mews, repeated the road to nowhere leads to her front door. She said they have endured robberies and aggressive break-ins this summer and putting in this road that would come to the front door of a single girl living alone, and there are others and they chose Greystone Mews because it was enclosed, quiet, and safe but the bubble was burst this summer when they lived in fear. She said they all now have security systems and she leaves hers on even when she is home because she is frightened. She emphasized the plan would send the road to her front door. She said she loves the services that Penzone's Salon provides and is there frequently and does not need a quicker route to get there. She asked who would use that road. She said if the road goes in, she would probably move.

Jenny Dipaolo, 6713 Hobbs Landing Drive, E., said this road would dead end into her front door and is vehemently against it. She asked when City Council approved this road.

Claudia Husak said the Street Network Map is part of the Bridge Street Code and it includes this street connection. She reported City Council approved it in 2012 and the recent updates made in 2014.

Ms. Dipaolo asked if this was a part of anything before 2012. Ms. Newell confirmed that was correct.

Ms. Dipaolo asked if this is having an impact and possibly jeopardizing her home and her ability to live there, why it was not brought forward in 2012. Ms. Newell answered it was brought forward; she said the Thoroughfare Plan and all of the Bridge Street Code has gone through many meetings in front of the Planning and Zoning Commission. She said anyone in the City of Dublin would have had the ability to attend any of those meetings.

Ms. Salay said there were several meetings just to discuss the Thoroughfare Plan. She said they started talking about the Bridge Street concept in 2008 and have been working off of that plan ever since. She said this is the first project that our vision for a street network is running up against reality. She said when you split a property for a right-of-way the existing character of the neighborhood is changed. She said planning has been done from an ideal world and a future world. She said they expect this plan to morph but they have a grid style street pattern in the area so it is different from the rest of Dublin; it is more of a downtown and traditional block system. She confirmed it would be the Council's decision to amend the Thoroughfare Plan and allow this single property owner to get away from the right-of-way.

Ms. Dipaolo asked if there were any changes to the Thoroughfare Plan since it was approved in 2012. Ms. Husak said she was not aware of any changes.

Matt Dunlap, 1831 Roxbury, Columbus, Ohio, said he is with the Charles Penzone group and he appreciates the partnership with staff. He indicated that they are one of the first applicants to be going through this process so the fact that nothing has changed yet. He said this is so early in the process of actually having realty meet Code. He pointed out that this has a real impact on people's jobs and their lives. He said he has been approached every day by professionals asking if this has been resolved yet as they want the new salon. He said he knows of one lady that will not buy a home in Greystone Mews because she does not know if this road will go through. He said he has heard the Commission state before that they are against this and he would really appreciate that kind of support and have it articulated. He said like the resident said earlier, it is frustrating to keep coming back and having the same conversations. He said it would be nice to walk away tonight knowing something was accomplished. He indicated that if Council knew of the Commission's support, they would see the logic. He concluded it is a road to nowhere, it would disrupt a corporate campus, and they are willing to have a bicycle path or pedestrian path for connectivity for a walkable community. He added Penzone's is willing to give it to the City for free but they cannot lose their parking and would have to go to a different location.

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Ms. Newell said this is not one of the first applications to come before the Commission in the Bridge Street District. She said all the development along Riverside Drive has all been before the Commission and there are others.

Mr. Brown said the big issue is the right-of-way. He asked if there was anything else to address.

Ms. Newell said she was fine with the architecture and comfortable with the condition being added in terms of the landscape. She said the only issue for her on the table is the right-of-way.

Mr. Brown agreed the west elevation should have foundation planting to soften that side. He said he is very pleased with everything else proposed.
Ms. De Rosa suggested some artistic application to that wall as well to add interest because that is a trademark of Charles Penzone brand. She clarified it is not signage but an art treatment in front of the wall.

Mr. Brown said this body is subservient to City Council; they appoint the Commissioners and they in turn make recommendations to them on some issues that do not fall under the Commission's final authority. He said the Commission does not have final authority over the street grid and asked how we could get Council's attention. He suggested a fourth motion that the Commission recommends Council to review that particular right-of-way.

Ms. Husak said it is up to the applicant to appeal the Commission's decision. Mr. Hartman said it would be appropriate to make a motion that the Commission recommends an appeal.

Mr. Brown said sometimes the City thinks really long term and sometimes you preserve the right to do something so it is not necessarily done, especially while Greystone Mews sits there. He said it is possible that 100 years from now, someone buys it all up and erects a tower so the City can preserve that right. He said he does not see the City cutting a street through there in the short term but it is part of the plan to preserve that opportunity.

Ms. Newell indicated she has been on the Commission longer than the others and had participated in the Thoroughfare Plan. She says now she does not see how it would benefit the neighborhood given the various development that has come through but believes we need to be respectful of the Thoroughfare Plan. She encouraged the applicant and the residents to state their opinions in front of City Council.

Ms. De Rosa agreed that when long range planning was conceived, logic dictated that a number of street crossings were needed for appropriate block size. She said when reality and this opportunity is put forth, it does indicate that Planning may have not been connected to reality because of this particular outcome. She agreed it does not make sense to put the road through there and recommended Council consider that as well.

Steve Stidhem said Greystone Mews is a great area. He said the street does not make sense and does not like a road that would end in someone's front yard. He indicated that in the future, he predicts that parking will not be needed as technology will change.

Mr. Miller said he was 100% in agreement. He said in alignment with the residents, the right-of-way does not make sense and encouraged Council to take this under advisement. He indicated that he anticipates Council to apply the same type of logic the Commission has applied here; the Commission does not have the authority to make that change. He said he sees no value for that road to run through this property.

Ms. Salay said right now the road does not make sense but Council may want to preserve the right for the future. She said Council listens to their residents and are sensitive to the neighborhoods.

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Mr. Brown said if the Parking Plan is approved as shown, the area in question is shown as parking and not a roadway.

Ms. Newell inquired about past development in terms of block Waivers. She asked why this case is perceived as different as those prior. Ms. Husak said she thought the block Waivers granted were for roads that were near but the blocks did not quite meet the size requirements. She said there was no elimination of roadways. Ms. Newell recalled a different scenario.

Mr. Hartmann said he did not recall that; he remembers roads being shifted. He clarified that if the condition is passed, the applicant has 20 days to appeal and then Council would have to hear that within 21 days.
Mr. Cutler said he appreciated all the support.

Mr. Hartman said the Thoroughfare Plan is not a flexible tool like the Community Plan; it is actually Code that was passed by Council that established the roadway connectivity.

Ms. Burchett said staff agrees the location is not specific to what is shown on the paper and that is why the condition stipulates working with staff to determine the location for the right-of-way. She clarified that there is a list of items staff can pursue Waivers for and there others that are not eligible.

Motion and Vote
Mr. Brown motioned, Ms. De Rosa seconded, to approve the Parking Plan:

To permit 85 spaces, which is 54 spaces over the maximum of 31 spaces permitted.

The vote was as follows: Mr. Miller, yes; Mr. Stidhem, yes; Ms. Newell, yes; Ms. Salay, yes; Ms. De Rosa, yes; and Mr. Brown, yes. (Approved 6 – 0)

Motion and Vote
Mr. Brown motioned, Ms. De Rosa seconded, to approve the following 8 Waivers:

1. §153.060(C)(2)(a) - Lots and Blocks - Maximum Block Length - 500-feet (required); ±1,020-feet (requested).

2. §153.060(C)(2)(a) - Lots and Blocks - Maximum Block Perimeter - 1,750 feet (required); ±2,750 feet (requested).

3. §153.062(D)(1) - Roof Type - Parapet Height - shall be no less than two feet and no more than six feet in height (required); parapet height varies from less than 2-feet to ±17.67 feet in height (requested).

4. §153.062€(2)(a) – Façade Material Transitions – Vertical transition shall occur at inside corners (required); east elevations on the same plane (requested).

5. §153.062(J) – Treatments at Terminal Vistas – Treatments shall be incorporated to terminate the view: a tower, a bay window, courtyard with sculpture, pronounced increase in building height, or other similar treatment incorporating a distinct vertical element (required); sculptural entry (requested).

6. §153.062(O)(4) – Loft Building Type – Blank Wall limitations – No horizontal distance greater than 15 feet per story shall be blank or windowless (required); blank walls on elevations (requested).

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7. §153.062(O)(4) – Loft Building Type – Vertical Increments – No greater than every 40 feet (required); south elevation (±65 feet), west elevation (±50-feet), and east elevation (±80 feet) (requested).

8. §153.062(O)(4) – Loft Building Type – Primary Materials. The materials to be a minimum of 80% (required). West Elevation: ±50%; North Elevation: ±70%; East Elevation: ±55%; and South Elevation: ±60% (requested).

The vote was as follows: Ms. Newell, yes; Ms. Salay, yes; Mr. Miller, yes; Mr. Stidhem, yes; Ms. De Rosa, yes; and Mr. Brown, yes. (Approved 6 – 0)

Motion and Vote
Mr. Brown motioned, Ms. De Rosa seconded, to approve the Site Plan Review with 7 conditions:

1) That the applicant provide construction details of the surface parking lot and loading area prior to building permit issuance;

2) That the applicant provide retaining wall details or spot elevations of the retaining wall proposed for the parking area along the western property line to ensure compliance with the provisions of §153.065€(1)(b)1-2: Fence and Wall Height and Opacity prior to building permit issuance;

3) That the applicant work with staff to ensure compliance with exterior lighting requirements of §153.065(F)(1)-(12) – Site Development Standards – Exterior Lighting prior to building permit issuance;

4) That the applicant continue to work with staff to ensure safe pedestrian circulation prior to building permit issuance;

5) That the applicant work with staff to determine the location of the neighborhood street right-of-way dedication, at no cost to the City;

6) That the applicant continue to work with staff to satisfy landscaping requirements prior to building permit issuance; and

7) That the applicant include vertical landscape elements to diminish the view of the blank walls on the west elevation.

The vote was as follows: Ms. Salay, yes; Mr. Stidhem, yes; Mr. Miller, yes; Ms. Newell, yes; Ms. De Rosa, yes; and Mr. Brown, yes. (Approved 6 – 0)

Motion and Vote
Mr. Brown motioned, Mr. Stidhem seconded, to recommend the applicant appeal the designated grid pattern to City Council for review. The vote was as follows: Mr. Miller, yes; Ms. De Rosa, yes; Ms. Salay, yes; Ms. Newell, yes; Mr. Stidhem, yes; and Mr. Brown, yes. (Approved 6 – 0)

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City of Dublin Planning and Zoning Commission

Planning Report

Thursday, October 13, 2016

Charles Penzone Salon – Site Plan Review

Case Summary

Agenda Item	2
Case Number	16-071SPR
Proposal	A Site Plan Review for construction of a 12,600-square-foot building and associated site improvements for a salon on the west side of Village Parkway at the roundabout with Shamrock Crossing on a ±3.544 acre site.
Request	Review and a recommendation of approval to the Planning and Zoning Commission for a Site Plan Review under the provisions of Zoning Code Section 153.066.
Site Location	Located on the west side of Village Parkway at the roundabout with Shamrock Crossing.
Applicant	Charles Penzone; represented by Christopher Meyers, Myers Architects
Case Manager	Lori Burchett, AICP Planner II | (614) 410-4656 | lburchett@dublin.oh.us
Planning Recommendation	**Approval** The proposed Parking Plan, Waiver Requests, and Site Plan Review is consistent with previously approved development plans and meets all the applicable review criteria and approval of the Parking Plan is recommended. Approval of the Parking Plan: 85 Spaces (a maximum of 31 is permitted) Approval of the 8 Waiver Requests is also recommended: 1. Maximum Block Size 2. Maximum Block Perimeter 3. Roof Type Requirements: Parapet Height 4. Materials 5. Treatments at Terminal Vistas 6. Blank Wall Limitations 7. Vertical Increments 8. Primary Materials

Approval of the Site Plan Review is recommended, with 6 conditions.

1) That the applicant provide construction details of the surface parking lot and loading area prior to building permit issuance;

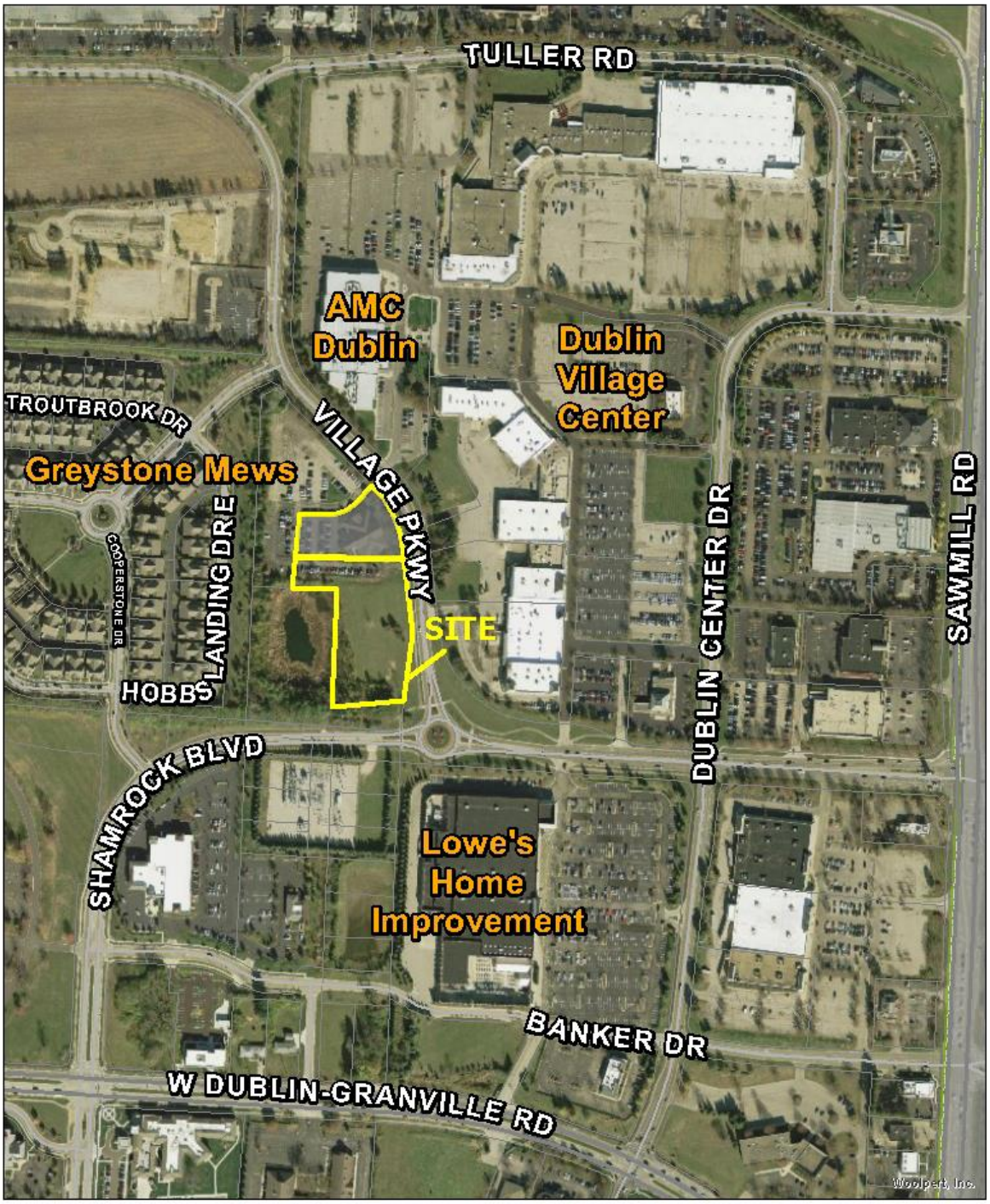
2) That the applicant provide retaining wall details or spot elevations of the retaining wall proposed for the parking area along the western property line to ensure compliance with the provisions of 153.065(E)(1)(b)1-2: Fence and Wall Height and Opacity prior to building permit issuance;

3) That the applicant work with staff to ensure compliance with exterior lighting requirements of 153.065-Site Development Standards- (F)(1)-(12) Exterior Lighting prior to building permit issuance;

4) That the applicant continue to work with staff to ensure safe pedestrian circulation prior to building permit issuance;

5) That the applicant work with staff to determine location of neighborhood street right-of-way dedication, at no cost to the city; and,

6) That the applicant continue to work with staff to satisfy landscaping requirements prior to building permit issuance.



City of Dublin

16-071SPR
Site Plan Review
Charles Penzone Grand Salon
6671 Village Parkway

0 75150
Feet

Facts	
Site Area	±3.544 acres
Zoning	BSD-SCN, Bridge Street District – Sawmill Center Neighborhood
Surrounding Zoning And Uses	The surrounding properties are predominately zoned BSD-SCN, Bridge Street District – Sawmill Center Neighborhood District: North: BSD-SCN –Existing Charles Penzone Salon South: BSD- SCN –Vacant Parcel and Shamrock Blvd East: BSD- SCN –Village Parkway, Dublin Village Center West: BSD- SCN –Vacant Parcel adjacent and Greystone Mews Subdivision (BSD-R)
Site Features	• Located near the intersection of Village Parkway and Shamrock Boulevard with approximately 400-feet of frontage on Village Parkway • Single lot with existing Charles Penzone building and associated parking • Pedestrian access along the site, connecting to existing pedestrianway along Village Parkway; Vehicular access via existing driveway off Village Parkway • Easements along Village Parkway encumber the site
Background	The Basic Plan Review was approved by the Planning and Zoning Commission on June 9, 2016. Waivers included during Basic Plan approval included Minimum Building Height; Articulation of Stories on Street Façades; Ground Story Height; Front Required Building Zone; Front Property Line Coverage; Right-of-Way Encroachments; Parking Location; Principal Entrance Location; Off-Street Parking Space and Aisle Dimensions; and Street Wall Standards. These approved waivers are noted in the checklist at the end of the report. The Basic Plan was reviewed informally by the Planning and Zoning Commission on April 7, 2016 following concerns from ART regarding site layout, architecture and design, and parking. The applicant made several changes and revised the plan to address these concerns. The ART will review and make a recommendation on the Site Plan to the Planning and Zoning Commission, who is the final authority on the Site Plan Review. The Commission will be required to make a determination on the Required Reviewing Body for any future applications for this proposal. September 22, 2016: Technical Review ART September 29, 2016: Case Review at ART

Facts		
	October 6, 2016:	ART Recommendation to the Planning and Zoning Commission
	October 13, 2016:	Review at the Planning and Zoning Commission

Details	**Site Plan Review**
Site Plan Review (SPR)	The purpose of a SPR is to confirm that the proposed development of an individual site, building, and/or open space is consistent with the BSD zoning district regulations.
Proposal	This is a request for approval of a Site Plan to construct a 12,600-square-foot building fronting Village Parkway with parking areas to the north and west of the building. The proposal also includes: 85 parking spaces; open space in the forms of pocket plazas and park; and landscaping in parking and plaza areas. The proposed architecture is contemporary with metal, glass, wood, and stone materials. A sculptural metal awning adds visual interest to the front entrance of the building and extends the front facade. The site includes parking in the side and rear of the structure. Public walkways and plazas with contemporary seating areas surround the building. A pathway and tapered wall leads from the existing sidewalk to the public plazas. Landscaping is throughout the parking and plaza areas. The site plans show signs on the face of the structure, however not enough information was provided for a detailed analysis. The applicant is not requesting approval of the signs as part of this application.

Details	**Site Plan Review**
ART Comments	The Administrative Review Team commended the applicant with their efforts to create a contemporary urban aesthetic that fits with the intent and theme of the Bridge Street District. The team was overall supportive of the project elements and design. The team had felt the requested waivers were appropriate and allowed flexibility for the applicant to maintain a consistent and expressive design. The ART approved one Administrative Departure for a vertical increment on the west elevation to be located at 41-feet rather than the required 40-feet (Loft Building Type §153.062 (O)(4)—Vertical Increments). The ART reviewed the proposed project at their regular meeting and recommended approval of the parking plan for 85 spaces (54 over the required maximum of 31 spaces), 8 waiver requests, and site plan review with 6 conditions to the Planning and Zoning Commission.

Analysis	**Site Plan Review**
Site Plan Review	Section 153.066(F)(2) of the Zoning Code identifies Site Plan Review procedures. Applications shall be reviewed under the provisions of 153.066(F)(3)The following is an analysis based on the standards outlined in the Bridge Street District Code.
a) *The Site Plan Review be substantially similar to the approved Basic Site Plan*	***Criterion met.*** The proposal meets the approved Basic Site Plan as no structures have moved, and the proposed materials and quantities are substantially similar to the approved Basic Site Plan.
b) Consistent with the approved Development Plan	***Criterion not applicable.*** A plat is not required as part of this application.
c) Meets all Zoning requirements except as authorized by Administrative Departures and Waivers	***Criterion met.*** As reviewed in this report, all applicable sections of the Code are met, met with conditions, or met with Waivers and Administrative Departure.
d) Internal circulation system and driveways provide safe and efficient access	***Criterion met.*** As proposed, the development is consistent with the Principals of Walkable Urbanism of Section 153.057 by providing pedestrian connections through the site and to existing sidewalks and paths surrounding the development.

Analysis	**Site Plan Review**
e) The relationship of buildings and structures to each other and other facilities is appropriately integrated with Community	***Criterion met.*** The proposed layout of the site and its modern architectural design does provide for coordination and integration of the development within the surrounding area, while maintaining the high quality image of the city.
f) Consistent with requirement for types, distribution and suitability of open space	***Criterion met.*** The publicly accessibly open space meets the requirements of public plazas and pocket plazas.
g) The scale and design of the development allows for the adequate provision of services	***Criterion met.*** This proposal includes provisions for connecting to existing public utilities including public water, sanitary sewer and stormwater management.
h) Stormwater management systems and facilities are adequate and do not adversely affect neighboring properties	***Criterion met.*** The final plans include provision for providing treatment of stormwater. This system will be required to meet the City of Dublin Stormwater Management Code.
i) If phased, the proposed phase can stand alone	***Criterion not applicable.*** No modification to the phasing or construction schedule of the project is proposed as part of this application.
j) Demonstrates consistency with principles of walkable urbanism, BSD Vision Principles, Community Plan , and other applicable documents	***Criterion met.*** The applicant states that these material changes will continue to provide an interesting, walkable setting for urban lifestyles that places value on human scale and a diversity of experiences. The layout of the public spaces and contemporary architecture is consistent with these principles.

Administrative Departure	**Site Plan Review**
Administrative Departure	An administrative departure may be reviewed and approved by ART provided that the following criteria has been met: The need is created by a unique site condition and complies with the spirit and intent of the BSD plan and is not being requested simply to reduce cost or as a matter of convenience; the departure does not have the effect of

Administrative Departure	**Site Plan Review**
	authorizing any use, sign, building type, or open space type otherwise not permitted; the departure does not modify any numerical zoning standard by more than 10% of the requirement; and the departure will ensure that the development is of equal or greater development quality.
1) Vertical Increments	Loft Building Type §153.062 (O)(4)—Vertical Increments: No greater than every 40 feet (required); west elevation (41 feet) (requested). *Criteria met.* The use of the interior space (Private Spa) at this location and design concept of the building would prohibit a change in material. The contemporary architecture is being maintained and the overall aesthetic is consistent with the intent of the district and the request is less than 10% of the requirement.

Waiver Review	**Site Plan Review**
Waiver Review	The purpose of a waiver allow for project elements to deviate from the requirements of the regulations provided that: the waiver is caused by unique conditions of the site, will generally meet the spirit and intent of the district, is not being requested solely to reduce cost or as a matter of convenience, will ensure that the development is of equal or greater development quality, the request would be better address through waiver than amendment to the requirements, and does not have the effect of authorizing any use or open space type that is note otherwise permitted in the district.
1. Maximum Block Size	153.060—Lots and Blocks (C) (2) (a)—Maximum block length: 500-feet. Proposed Block Length: ±1,020-feet. *Criteria met.* The applicant is not required to subdivide the property and requirements for lot development are being met. The dedication of a neighborhood street would negate the need for this waiver. However with the uncertain timing of this dedication based on the condition of approval, a waiver is recommended.
2. Maximum Block Perimeter	153.060—Lots and Blocks (C)(2)(a)—Maximum Block Perimeter: 1,750-feet. Proposed Block Perimeter: ±2,700-feet. *Criteria met.* The applicant is not required to subdivide the property and requirements for lot development are being met. The dedication of a neighborhood street would negate the need for this waiver. However with the uncertain timing of this dedication based on the condition of approval, a waiver is recommended.

Waiver Review	**Site Plan Review**
3. Roof Type Requirements: Parapet Height	153.062—Roof Type Requirements—D(1)—Parapets shall be no less than two feet and no more than six feet in height. Proposed parapet varies in height from less than 2-feet to ±18-feet in height. *Criteria met*. The proposed design adds to the overall architectural interest and aesthetic of the structure. The appearance of an eave at the top of the building paired with the desired interior height of the space create a unique detail. All equipment will be located in mechanical wells within the building and will be screened from view by elements other than the parapets.
4. Materials	153.062—Façade Material Transitions (E)(2)(a)— Vertical transition shall occur at inside corners. Proposed east elevation has materials at the same plane. *Criteria Met*. At the northeast corner of the building where the façade material transitions from wood siding to stone, the wall surface is flat. This transition is treated such that the ends of the stone and siding will not be visible and was necessary to accommodate the interior layout.
5. Treatments at Terminal Vistas	153.062—Treatments at Terminal Vistas (J)—Treatments shall be incorporated to terminate the view: a tower, a bay window, courtyard with sculpture, pronounced increase in building height, or other similar treatment incorporating a distinct vertical element. None of these treatments have been proposed however, design elements have been incorporated to meet the intent of this requirement. *Criteria Met*. The proposed building does not use a height increase to create this view but an increased area of storefront creating a "glass corner" along with a decorative canopy at this corner of the building meeting the desired intent of this section.
6. Blank Wall Limitations	153.062 (O)(4)—Loft Building Type—Blank Wall limitations. No horizontal distance greater than 15 feet per story shall be blank or windowless. On the east facade of the building there is a large area of stone wall that will be used for the grand sign. On the north and west facades of the building there are several windowless areas on the lower area due to the interior use of the building in that area. *Criteria Met*. The proposed use requires some privacy and limits the addition of windows in certain areas. The use of the interior space at several locations would be compromised with the addition of widows at the lower area. The waiver maintains the privacy required for several of the interior spaces. The applicant intents to incorporate creative signage to break up the windowless walls. A master sign plan

Waiver Review	**Site Plan Review**
	will be required.
7. Vertical Increments	153.062 (O)(4)—Loft Building Type—No greater than every 40 feet. The site plan shows south elevation (±65 feet), west elevation (±50-feet, 41 feet*), and east elevation (±80 feet). *An administrative departure was approved by ART for the west elevation at ±41 feet. *Criteria met*. The use of the interior space (Private Spa) at this location and design concept of the building would prohibit a change in material. The contemporary architecture is being maintained and the overall aesthetic is consistent with the intent of the district.
8. Primary Materials	153.062 (O)(4)—Loft Building Type—Primary Materials. The materials are required to be a minimum of 80%. The site plans show West Elevation: ±50%; North Elevation: ±70%; East Elevation: ±55%; and South Elevation: ±60%. The materials shown on the plans include metal, wood, glass, and stone. The permitted primary materials are brick, glass, and stone. *Criteria met*. The use of painted brake metal and steel create a look when combined with the storefront system that is very urban in appearance as required by the BSD Code. With the use of these materials, the overall aesthetic is cohesive and maintains the contemporary appearance.

Recommendation	**Site Plan Review**
Approval	The proposed Site Plan Review is consistent with previously approved site plans and, with waivers, meets all the applicable review criteria. Approval is recommended, with 8 waivers and 6 conditions. Parking Plan: 85 spaces (a maximum of 31 is permitted) Waivers 1) Lots and Blocks §153.060 (C)(2)(a)—Maximum block length: 500-feet (required); ±1,020-feet (requested). 2) Lots and Blocks §153.060 (C)(2)(a)—Maximum Block Perimeter: 1,750-feet (required); ±2,700-feet (requested). 3) Roof Type Requirement §153.062 (D)(1)—Parapets: No less than two feet and no more than six feet in height (required). Parapet varies in height from less than 2-feet to ±18-feet in height (requested).

Recommendation	**Site Plan Review**
	4) Façade Material Transition §153.062(E)(2)(a)—Vertical transitions: Shall occur at inside corners (required); East elevations on same plane (proposed). 5) Treatments at Terminal Vista §153.062(J)—Treatments: Shall be incorporated to terminate the view: a tower, a bay window, courtyard with sculpture, pronounced increase in building height, or other similar treatment incorporating a distinct vertical element (required); Sculptural entry (requested). 6) Loft Building Type §153.062 (O)(4)—Blank Wall limitations: No horizontal distance greater than 15 feet per story shall be blank or windowless (required); Blank walls on all elevations (requested). 7) Loft Building Type §153.062 (O)(4)—Vertical Increments: No greater than every 40 feet (required); south elevation (±65 feet), west elevation (±50-feet), and east elevation (±80 feet) (requested). 8) Loft Building Type §153.062 (O)(4)—Primary Materials: The materials to be a minimum of 80% (required). West Elevation: ±50%; North Elevation: ±70%; East Elevation: ±55%; and South Elevation: ±60% (requested).
Conditions	1) That the applicant provide construction details of the surface parking lot and loading area prior to building permit issuance; 2) That the applicant provide retaining wall details or spot elevations of the retaining wall proposed for the parking area along the western property line to ensure compliance with the provisions of 153.065(E)(1)(b)1-2: Fence and Wall Height and Opacity prior to building permit issuance; 3) That the applicant work with staff to ensure compliance with exterior lighting requirements of 153.065-Site Development Standards- (F)(1)-(12) Exterior Lighting prior to building permit issuance; 4) That the applicant continue to work with staff to ensure safe pedestrian circulation prior to building permit issuance; 5) That the applicant work with staff to determine location of neighborhood street right-of-way dedication, at no cost to the city; and, 6) That the applicant continue to work with staff to satisfy landscaping requirements prior to building permit issuance.

ANALYSIS & DETERMINATIONS – DEVELOPMENT PLAN

Applicable Site Plan Review Criteria
Includes 153.060 – Lots & Blocks, 153.061 – Street Types, 153.063 – Neighborhood Standards

153.060 – Lots & Blocks				
Code Section	**Requirement**	**Notes**		**Met**
(A)	Intent	Intent is to establish a network of interconnected streets with walkable block sizes organized to accommodate multiple modes of transportation. It is intended that block configurations encourage and support the principles of walkable urbanism provided in 153.057(D) and the walkability standards of 153.065(I).		
(B)	Applicability	Development Plan Review required due to required subdivision based on proposed block length and block perimeter length; Bridge Street District Street Network		**N/A (No plat required)**
(C) General Block and Lot Layout				
(1)(a)-(f)	Interconnected Street Pattern	The network of streets within the Bridge Street District is intended to form an interconnected pattern with multiple intersections and resulting block sizes as designated in 153.060(C)(2)		**Met with condition**
(2)	Maximum Block Size	(a) *Required Subdivision:* Unless otherwise permitted by this chapter, all developments requiring Development Plan Review in accordance with 153.066(E)(1)(b)2-4 shall subdivide consistent with maximum block sizes as required by Table 153.060-A.		**No Subdivision or Plat required**
		Sawmill Center Neighborhood Maximum Block Dimensions (from Table 153.060-A)		
		Maximum Block Length: 500 ft.	Proposed Block Length: ±1,020 ft.	**Waiver Required**
		Maximum Block Perimeter: 1,750 ft.	Proposed Block Perimeter: ±2,700 ft.	**Waiver Required**

		(d) *Exception:* When existing barriers limit the extension of the street network, blocks shall be created to match the above requirements to the maximum extent practicable. Barriers may include such features as a highway, waterway, open space, utility line, roadways with limited access restrictions, or development that is expected to remain.	**N/A**
(5)	Block Access Configurations	(a) Access for alleys, service streets and driveways shall not be permitted from a Principal Frontage Street. The existing access point on Village Parkway, a District Connector Street and designated Principal Frontage Street is maintained, and proposed as location of future Neighborhood Street location.	**Met**

153.061 – Street Types

Code Section	Requirement/Notes	Met
(E) Typical Street Elements		
Typical elements of a street right-of-way are divided into the vehicular and pedestrian realm. Each street type outlines which facilities are applicable and provides typical design specifications. A Neighborhood Street connection is required in the future. Although Future Right-of-Way has been depicted on the Site Plan, no street section or design specifications have been provided for this future street connection.		**Met with Condition of Approval**

153.063(C) – Neighborhood Standards – BSD Sawmill Center Neighborhood

Code Section	Requirement	Notes	Met
(5)(b)	Master Sign Plans	Signs have been included as part of the Site Plan Application. A master sign plan shall be submitted as required by 153.066(L)(8).	**Met with Condition of Approval**
(6)(a-d)	Open Spaces	The Site Data Table provided Open Space Calculations, and locations of the plazas.	**Met**

ANALYSIS & DETERMINATIONS – SITE PLAN

Applicable Site Plan Review Criteria

Includes 153.059 - Uses, 153.062 – Building Types, 153.064 – Open Space Types, and 153.065 – Site Development Standards (Parking, Stormwater Management, Landscaping and Tree Preservation, Fencing Walls and Screening, Exterior Lighting, Utility Undergrounding, Signs, and Walkability Standards).

153.059 – Uses

Code Section	Requirement	Notes	Review Procedures
Table 153.059-A	Permitted Uses	The proposed Principal Uses are permitted. The proposed Principal Use is a 12,600 square foot Salon/Spa (Personal, Repair, & Rental Services)	**None**

153.062 — Building Types

Code Section	Requirement	Notes	Met
(B) General Building Type Requirements			
(B)(1)	Applicability	(b) This section applies to all new development within the BSD.	**Met**
(B)(2)	Existing Structures	An existing structure is currently located on the proposed development parcel. There are no proposed modifications to the existing structure with this application.	**Met**
(B)(3)(a)-(e)	General Requirements	(a) *Zoning Districts*: The proposed structure has been classified as a Loft Building Type, and is permitted within the BSD Sawmill Center Neighborhood District.	**Met**
		(b) *Uses:* The proposed use is permitted within the proposed Loft Building Type.	**Met**
		(c) *No Other Building Types:* The proposed Loft Building Type is permitted within the BSD Sawmill Center Neighborhood District.	**Met**
		(d) *Permanent Structures:* The proposed building is a permanent structure.	**Met**
		(e) *Accessory Structures:* No accessory structures are proposed.	**N/A**
(C) General Building Type Layout and Relationships			
(C)(1)	Incompatible Building Types	No building type incompatibilities are present	**Met**

(C)(2)	Shopping Corridors	The proposed development site is not located in the area conceptually identified for a Shopping Corridor in the Sawmill Center Neighborhood Graphic.	**N/A**
(D) Roof Type Requirements			
(D)(1)	Parapet Roof Type Requirements	(a) *Parapet Height:* Parapets shall be high enough to screen the roof and any roof appurtenances from view from the street(s) and any adjacent building of similar height, provided that the parapet shall be no less than two feet and no more than six feet in height. Proposed parapet appears to be approximately 17.67 feet in height.	**Waiver Required**
		(b) *Parapets Continuous:* Parapets shall wrap around all sides of the building. Parapet roof is present only in the central portion of overall all roof plan, as a location for rooftop mechanical equipment. Parapet is continuous where proposed.	**Met**
		(c) *Horizontal Shadow Lines.* Expression lines are encouraged to distinguish the parapet from the upper stories of the building. There are no upper stories or expression lines proposed.	**Not Met**
		(d) *Occupied space:* Occupied space or a half story shall not be incorporated within this roof type. None proposed.	**Met**
(D)(3)	Flat Roof Type Requirements	(a) *Locations:* Flat roofs are permitted in all districts except BSD Historic Core.	**Met**
		(b) *Eaves:* Eaves are encouraged on street facing facades.	**Not Met**
		(c) *Interrupting Vertical Walls:* May interrupt the eave and extend above the top of the eave with no discernable cap. None Proposed.	**N/A**
(D)(4)	Towers	None Proposed.	**N/A**
(E) Materials			
(E)(1)	Façade Materials	(a) *Percentage of Primary Materials Required:* Please refer to 153.062(O) - Building Type Analysis.	**See Table Below**
		(c) *Permitted Primary Materials:* Please refer to 153.062(O) - Building Type Analysis.	**See Table Below**
		(d) *Permitted Secondary Materials:* Please refer to 153.062(O) - Building Type Analysis.	**See Table Below**
		(d) *EIFS:* Permitted for trim only.	**TBD Material Info Needed**

		(g) *Clapboard Siding Thickness:* Must have minimum butt thickness of a quarter of an inch.	**Met.**
		(h) *Other High Quality Synthetic Materials:* May be approved by the required reviewing body	**N/A**
(E)(2)	Façade Material Transitions	(a) *Vertical transition shall occur at inside corners* East Elevation—Stone and Wood appear to be on same plane.	**Waiver Required**
		(b) *Multiple materials proposed vertically: Where proposed, the 'heavier' material in appearance shall be incorporated below the 'lighter' material.*	**Met**
		(c) *Transitions between different colors of same material:* Shall occur at locations deemed architecturally appropriate by the required reviewing body.	**N/A**
(E)(3)	Roof Materials	(b) *Permitted Flat Roof Materials:* Any roof materials appropriate to maintain proper drainage.	**TBD No Roof Materials Specified**
		(c) *Roof Penetrations: Shall be concealed and shall not be visible from principal frontage streets (Village Parkway)*	**TBD**
(E)(4)	Color	The color palette consists of a range of earth tones and neutral colors.	**Met**
(F) Entrances & Pedestrianways			
(F)(1)	Entrances & Pedestrianways – Quantities and Locations	**See Building Type Requirements Tables**	
(F)(2)	Recessed Entrances	Entry doors shall be recessed a minimum of three feet from property lines	**Met**
(F)(3)	Entrance Design	All principal entrances are at a pedestrian scale and effectively address the street and include design elements to provide prominent entrances along the façade.	**Met**
(G) Articulation of Stories on Street Facades			
(G)	Articulation of Stories on Street Façades	The building façades have been articulated to create the impression of a one and one half or two-story building on a one-story building.	***Waiver Approved at BPR***
(H) Windows, Shutters, Awnings and Canopies			
(H)(1)	Windows	(a) Transparency is required according to building type. Please refer to Building Type Requirements	**See Table Below**
		(b) Highly reflective glass is prohibited	**Met**

		(c) Spandrel or heavily tinted glass cannot be used to meet minimum transparency requirements	**Met**
		(d) Windows may be wood, anodized aluminum, metal-clad or vinyl-clad wood, steel, or fiberglass	**Met**
		(f) Windows in masonry walls shall have architecturally appropriate lintels and sills. No lintels are present on proposed elevations.	**Met**
		(g) Windows within siding clad walls shall have a projecting sill to serve as a base for eithers a minimum one by four (nominal) trim or brick mould casing.	**Met**
(H)(3)(b)	Canopies	1. Canopies may be clad with glass, metal, wood or a combination of these materials. Proposed canopies are of teak wood and metal.	**Met**
		2. Canopies may be cantilevered or supported from the building wall by metal cables or rods. Proposed canopies are cantilevered from the building	**Met**
		3. Canopies may include downward casting light fixtures and may be lighted from above by downcast fixtures mounted to the building wall.	**TBD**
(I) Balconies, Porches, Stoops, and Chimneys			
(I)(1)-(4)	Balconies, Porches, Stoops, and Chimneys	No balconies, porches, stoops or chimneys are proposed.	**N/A**

(J) Treatments at Terminal Vistas			
(J)	Treatments at Terminal Vistas	The roundabout at Village Parkway and Shamrock Boulevard is indicated as a gateway location on the Sawmill Center Neighborhood Graphic, and from the vantage point of westbound vehicular and pedestrian traffic on Village Parkway, a terminal vista is present at the northwest quadrant of the roundabout. A portion of this area is comprised of a parcel with frontage along Shamrock Boulevard that is not part of this development proposal. As this terminus does not occur at an open space type, one of the following treatments shall be incorporated to terminate the view: a tower, a bay window, courtyard with sculpture, pronounced increase in building height, or other similar treatment incorporating a distinct vertical element. None of these treatments has been proposed at the terminal vista.	**Waiver Required**
(K) Building Variety			
(K)	Building Variety	A single building is proposed.	**N/A**
(L) Vehicular Canopies			
(L)	Vehicular Canopies	None proposed	**N/A**
(M) Signs			
(M)	Signs	Sign locations have been proposed for building mounted signs. No other sign details have been provided.	**Master Sign Plan Required.**
(N) Individual Building Type Requirements			
(N)	Individual Building Type Requirements	Refer to following section for detailed analysis of the building.	

153.062(O)(4) – Loft Building			
Building Type Requirements	**Code Requirement**	**Provided**	**Met, N/A, Adm. Dep., Waiver, Other**
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	1	**Met**
Front Property Line Coverage (%)	Min. 75%	**Village Parkway**: 0%	***Waiver Approved at BPR***
Occupation of Corner Required (Yes/No)	Yes	N/A	**N/A**
Front Required Building Zone Required (range, ft.)	0-15 ft.	Southeast Corner of building ±22 ft.	***Waiver Approved at BPR***
Corner Side RBZ Required (range, ft.)	0-15 ft.		**N/A**
RBZ Treatment	Landscape, Patio, or Streetscape	Combination of Landscape and Streetscape	**Met**
Right-of-Way Encroachments	Awnings, canopies, eaves, patios & projecting signs	Street Wall encroaches Village Parkway Right-of-Way	***Waiver Approved at BPR***
Side Yard Setback Required (ft.)	5 ft.	25 ft., ±174 ft.	**Met**
Rear Yard Setback Required (ft.)	5 ft.	±82 ft.	**Met**
Minimum Lot Width Required (ft.)	50 ft.	±380 ft.	**Met**
Maximum Lot Width Required (ft.)	None	N/A	**N/A**
Maximum Impervious Lot Coverage	80%	62%	**Met**
Additional Semi-Pervious Lot Coverage Permitted (Beyond Max. 80% Impervious Coverage)	10%	8%	**Met**
Parking Location	Rear Yard; within Building.	Parking located in Rear and Side Yard	***Waiver Approved at BPR***
Loading Facility Permitted (location relative to principal structure)	Rear & side façade	Based on building area <25,000 square feet, none required	**N/A**
Entry for Parking within Building (relative to principal structure)	Rear, Side or Corner Side Façades on non-PFS	N/A	**N/A**
Access	153.062 (n)(1)(c)	Access is provided by an existing driveway	**Met**

153.062(O)(4) – Loft Building			
Building Type Requirements	**Code Requirement**	**Provided**	**Met, N/A, Adm. Dep., Waiver, Other**
Minimum Building Height Permitted (ft.)	2 stories	1 story	***Waiver Approved at BPR***
Maximum Building Height Permitted (ft.)	4.5 stories	1 story	**N/A**
Ground Story Height	12 ft. Minimum 18 ft. Maximum	Story Height Varies: Minimum 23.5 ft. Maximum 31 ft.	***Waiver Approved at BPR***
Upper Story Height	10 ft. Minimum 14 ft. Maximum	N/A	**N/A**
Ground Story Use Requirements	Podium parking structures are conditional uses.	N/A	**N/A**
Minimum Occupied Space Required (ft.)	30' min depth from the front facade	Met	**Met**
Parking within Building	Permitted in the rear of first three floors and fully in any basement(s)	N/A	**N/A**
Ground Story Street Facing Transparency (%)	Minimum 60% Transparency	Village Parkway (East Elev.) 63% if proposed glazing meets transparency requirements (not reflective, spandrel, tinted, etc). More detail needed.	**Met**
Upper Story Street Facing Transparency (%)	Minimum 60% Transparency	N/A	**N/A**
Non-Street Façade Transparency (%)	Minimum 20% Transparency	42% (North Elevation) 41% (South Elevation) 20% (West Elevation)	**Met**
Blank Wall Limitations (Yes/No)	Yes	A Blank Wall area is present on	**Waivers**

153.062(O)(4) – Loft Building			
Building Type Requirements	**Code Requirement**	**Provided**	**Met, N/A, Adm. Dep., Waiver, Other**
		the North Elevation and South Elevations; several Blank Wall areas are present on the East and West Elevations	**Required**
Principal Entrance Location	Primary Street Façade of Building	Primary Street Façade is Village Parkway. Principal Entrance appears to be on North Elevation based on Interior Floor Plan	***Waiver Approved at BPR***
Street Facades: Number of Entrances Required (per ft. of facade)	1 per 75 ft. of façade, minimum	**East Elevation** 2 Required, 2 Provided	**Met**
Parking Lot Façade Number of Entrances Required	1 per 100 ft. of façade, minimum	**West Elevation** 2 Required, 2 Provided **North Elevation** 2 Required, 2 Provided	**Met**
Mid-Building Pedestrianways Required (# per ft. of facade)	1 Required for buildings longer than 250 feet	N/A	**N/A**
Vertical Increments Required (location on principal structure)	No greater than every 40 ft.	South Elevation—65 feet West Elevation—47 Feet, 41 Feet East Elevation—78 Feet	**Waivers/ Admin. Departure Required**
Horizontal Facade Divisions Required (per ft. of facade)	On 3 story buildings within 3 ft. of the top of the ground story.	N/A	**N/A**
Required Change in Roof Plane or Type	No greater than 80 ft. for pitched roof, none for other roof types	Multiple Changes in Roof Plane Proposed	**Met**
Permitted Primary Materials (types)	Stone, brick, glass	Stone, Glass	**Met**
Minimum Primary Façade Materials	80%	**West Elevation**—52% **North Elevations**—70% **East Elevation**—57% **South Elevation—**61%	**Waivers Required**
Permitted Secondary Materials	Glass fiber reinforced gypsum, wood siding, fiber	Wood Siding Metal Panels	**Met**

153.062(O)(4) – Loft Building			
Building Type Requirements	**Code Requirement**	**Provided**	**Met, N/A, Adm. Dep., Waiver, Other**
	cement siding, metal and exterior architectural metal panels and cladding		
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet, Flat	**Met**
Tower(s) Permitted (Yes/No)	Yes	None	**N/A**

153.064 – Open Space Types			
Code Section	**Requirement**	**Notes**	**Met**
(C)(2)	Provision of Open Space	There shall be a minimum of one square foot of publicly accessible open space for every 50 square feet of commercial space or fraction thereof. Required open space shall be located within 660 feet of the main entrance to the commercial space as measured along a pedestrian walkway. Based on 12,000 square foot of proposed commercial space, 240 square feet of open space is required. Applicant states that 2,053 square feet of open space is provided as a Pocket Plaza, but no location has been indicated for this Open Space.	**Met**
(D)	Suitability of Open Space		**Met**
(F)	Open Space Types	Required Open Space is provided as a Pocket Plaza—an informal open space of relatively small scale to serve as an impromptu gathering place designed as a well-defined area of refuge separate from the public sidewalk. Seating areas are required, and special features such as fountains and public art installations are encouraged. Proposed Open Space is defined by a street wall on the west side of the space, and landscape beds on the north and south sides. The east side connects to the existing public multi-use path. Two benches and a waste receptacle are provided, and the corners of the space are defined by lighted bollards.	**Met**

153.064 – Open Space Types			
Code Section	**Requirement**	**Notes**	**Met**
(G) General Requirements			
(1)	Size	(a) *Minimum Dimension:* Minimum Pocket Plaza dimension is 10 feet. Minimum Dimension proposed is ±18 feet.	**Met**
		(b) *Proportion Requirement:* Open Space Types (except Greenway) shall be sized at a ratio not more than three to one (3:1), length to width. The proposed Pocket Plaza ratio is less than 3:1	**Met**
(2)	Access	(a) *Minimum Percentage of ROW Frontage Required:* Pocket Plazas require a minimum of 30% of the Open Space perimeter along ROW Frontage. 39% of the Pocket Plaza perimeter is along the Village Parkway ROW.	**Met**
(4)	Improvements	(c) *Site Furnishings:* Benches and Waste Receptacles are provided	**Met**
		(d) *Public Art:* Encouraged—none provided.	**N/A**
		(f) *Impervious and Semi-Pervious Surface:* *Minimum Impervious Required: 40%* *Maximum Impervious Permitted: 80% + 10% Semi-Pervious* Impervious Provided: 62%	**Met**
		(h) *Fencing and Walls: Wall height may not exceed 36 inches as measured from established grade.* Proposed Wall Height: 18 inches	**Met**

153.065 – Site Development Standards			
Code Section	**Requirement**	**Met/Notes**	
(B) Parking and Loading			
(1)(b)	Parking Location	• Parking for Loft Building Type is required to be in rear yard or within the building.	***Waiver Approved at BPR***
(2)	Required Vehicle Parking	Based on the proposed 12,600 gross square feet of Personal Service Use, 26 parking spaces are required. A maximum of 125% of minimum spaces required are permitted, or 33 Spaces. 80 parking spaces provided.	**Met with Parking Plan**
(2)(b)6	Adjustments to Required Vehicle Parking: Demonstration of Parking Need	The required reviewing body may approve a parking plan for fewer than the minimum required parking spaces or more than the maximum based on a demonstration of parking need by the applicant.	**Met with Parking Plan**
(3)	Required Bicycle Parking	A total of 3 bicycle parking spaces are required for the commercial uses (one space for every 10 spaces required for commercial uses). 12 bicycle parking spaces are provided.	**Met**
(4)	Off-Street Parking Space and Aisle Dimensions	Several proposed off-street parking drive aisles are 24 feet wide. The maximum permitted width is 22 feet.	***Waiver Approved at BPR***
(6)	Surface Parking Lot and Loading Area Design and Construction	No construction details have been provided.	**Met with Condition of Approval**
(7)	Required Loading Spaces	The Salon requires no dedicated loading spaces based on the gross square footage of the use.	**N/A**
(C) Stormwater Management			
			TBD
(D) Landscaping and Tree Preservation			
(E) Fences, Walls and Screening			

153.065 – Site Development Standards			
Code Section	**Requirement**	**Met/Notes**	
(1)	Fence and Wall Standards	(b) *Fence and Wall Height and Opacity:* The provisions of 153.065(E)(1)(b)1-2 shall apply to all portions of retaining walls that extend above grade level, as measured from the elevated side of the retaining wall. A retaining wall is proposed for the parking area along the western property line. No retaining wall details or spot elevations have been provided.	**Met with Condition of Approval**
(2)	Street Wall Standards	(b) *Design and Location:* Street Walls are intended to be located within RBZ. If an RBZ is occupied by a building, the street wall shall be installed along the same plane as the nearest building façade. Proposed street wall is approximate 27 feet to the east of the nearest building façade.	***Waiver Approved at BPR* (Location)**
		Street walls shall be a minimum of 22 inches where seating is intended.	**Met**
(3)(b)	Roof Mounted Mechanical Equipment Screening	A portion of the roof is comprised of a Parapet style roof where rooftop mechanical units are proposed to be located.	**Met**
(3)(d)	Outdoor Waste and Storage Containers and Enclosures	The Site Plan shows areas for Outdoor Waste Storage Containers and Enclosures.	**Met**
(F) Exterior Lighting			
(F)(1)-(12)	Exterior Lighting	Additional Information is needed—Photometric Plan does not include proposed Light Bollards, several areas of pedestrian circulation are below the required footcandle levels, no fixture cut sheets for the Light Bollards have been provided.	**Met with Condition of Approval**
(G) Utility Undergrounding			
(G)(1)-(3)	Utility Undergrounding	To Be Determined	**TBD**
(H) Signs			
(H)	Signs	Sign Locations have been indicated on the Building Elevations, but additional details are needed and a Master Sign Plan is required.	**Master Sign Plan Required. Met with condition.**
(I) Walkability Standards			

153.065 – Site Development Standards			
Code Section	**Requirement**	**Met/Notes**	
(I)(1)	Intent and Purpose	Pedestrian facilities are intended to enhance connectivity, improve pedestrian safety, and promote comfortable walking and sitting environments.	**Met**
(I)(2)	Walkability Objective: Connectivity	(a) *Mid-block Pedestrianways.* Are required on all blocks exceeding 400 feet in length. The future Neighborhood Street connection and 50 foot Right of Way proposed will meet this requirement.	**Met with Condition of Approval**
(I)(3)	Walkability Objective: Safety	(b) *Pedestrian Circulation Plans:* Each surface parking area that contains 50 or more parking spaces, or contains any parking spaces located more than 350 feet from the front façade of the principal structure, shall contain at least one pedestrian walkway or sidewalk allowing pedestrians to pass from the row of parking farthest from the primary building façade to the primary building façade entrance. Required walkway must be at least five feet wide, shall not be located within a driving aisle, and, where possible shall be located in a landscaped island running perpendicular to the primary building façade. A walkway has been provided along the western property line adjacent to the farthest row of parking spaces from the primary entrance, but it is separated from the farthest parking spaces by a retaining wall with a guardrail, and is four feet in width.	**Met with Condition of Approval**
(I)(4)	Walkability Objective: Comfort and Convenience	A Principal Entrance is not provided along Village Parkway--the principal frontage street.	***Waiver Approved at BPR***

1. BSD SCN – Charles Penzone Salon **6671 Village Parkway**
16-071SPR **Site Plan Review**

Lori Burchett said this is a request for the construction of a 12,600-square-foot building and associated site improvements on a ±3.54-acre site on the west side of Village Parkway at the roundabout with Shamrock Crossing. She said this is a request for a review and recommendation of approval to the Planning and Zoning Commission for a Site Plan Review under the provisions of Zoning Code §153.066.

Ms. Burchett presented an aerial view of the site and noted the existing Grand Salon is on part of the site and that there is no division of the site proposed. She said the applicant is proposing 85 parking spaces whereas Code permits a minimum of 25 spaces and a maximum of 31 spaces. She explained that the applicant provided information based on the existing salon for the Basic Site Plan Review by the ART and the PZC and demonstrated a need. She presented proposed elevations and noted the east façade is considered the front of the building and faces Village Parkway and the north façade faces toward the parking lot where guests will enter the salon; this entry feature is highly visible from Village Parkway as well.

Ms. Burchett said approval is recommended for an Administrative Departure:

1. §153.062 (O)(4) - Loft Building Type - Vertical increment - No greater than every 40 feet (required); west elevation at ±41 feet (requested). *{vertical increments for other facades included in Waivers below}*

Ms. Burchett said approval is recommended to the Planning and Zoning Commission for a Parking Plan:
The parking plan for 85 spaces (54 over the required maximum of 31 spaces). The applicant has provided information on projected parking demands based on counts at their current location and has demonstrated a need for additional parking for their proposed facility.

Ms. Burchett explained the need for each of the following 8 Site Plan Waivers and said approval is recommended to the Planning and Zoning Commission:

1. §153.060(C)(2)(a) - Lots and Blocks - Maximum Block Length - 500-feet (required); ±1,020-feet (requested).

2. §153.060(C)(2)(a) - Lots and Blocks - Maximum Block Perimeter - 1,750 feet (required); ±2,750 feet (requested).

3. §153.062(D)(1) - Roof Type - Parapet Height - shall be no less than two feet and no more than six feet in height (required); parapet height varies from less than 2-feet to ±17.67 feet in height (requested).

4. §153.062(E)(2)(a) - Façade Material Transitions – Vertical transition shall occur at inside corners (required); east elevations on the same plane (requested).

5. §153.062(J) – Treatments at Terminal Vistas – Treatments shall be incorporated to terminate the view: a tower, a bay window, courtyard with sculpture, pronounced increase in building height, or other similar treatment incorporating a distinct vertical element (required); sculptural entry (requested).

6. §153.062(O)(4) - Loft Building Type - Blank Wall limitations - No horizontal distance greater than 15 feet per story shall be blank or windowless (required); blank walls on elevations (requested).

7. §153.062(O)(4) - Loft Building Type - Vertical Increments - No greater than every 40 feet (required); south elevation at 65 feet and east elevation at 78 feet (requested).

DRAFT

8. §153.062(O)(4) – Loft Building Type - Primary Materials minimum of 80% (required); west elevation: 52%; north elevation: 70%; east elevation: 57%; and south elevation: 61% (requested).

Ms. Burchett said approval is recommended to the Planning and Zoning Commission for the Site Plan Review with 6 conditions:

1) That the applicant provide construction details of the surface parking lot and loading area;

2) That the applicant provide retaining wall details or spot elevations of the retaining wall proposed for the parking area along the western property line to ensure compliance with the provisions of 153.065(E)(1)(b)1-2: Fence and Wall Height and Opacity;

3) That the applicant work with staff to ensure compliance with exterior lighting requirements of 153.065-Site Development Standards- (F)(1)-(12) Exterior Lighting;

4) That the applicant continue to work with staff to ensure safe pedestrian circulation;

5) That the applicant work with staff to determine location of neighborhood street right-of-way; and

6) That the applicant continue to work with staff to satisfy landscaping requirements.

Jeff Tyler inquired about condition #5 as the street will not be completed prior to building permitting. Ms. Burchett said she would edit the condition.

Jennifer Rauch inquired about the location of material transitions and Ms. Burchett highlighted the location on the east elevation.

Ms. Rauch inquired about the location of the terminal vistas. Ms. Burchett responded at the roundabout.

Ms. Rauch asked about the percentages of primary materials. Chris Meyers, Meyers + Associates Architecture, said he could clarify the calculations for Waiver #8.

Mr. Meyers asked about accurately calculating transparency. Ms. Burchett clarified the fascia and window casing are not included, just the open window areas.

Mr. Meyers presented a sample to show the stone and how the wood terminates. He noted the stone panel is important to Mr. Penzone to serve as a backdrop to a sign.

Aaron Stanford inquired about condition #5. He wanted to know if this was the same as the Basic Site Plan. He suggested the following text be added to the condition - “the right-of-way dedication is of no cost to the City”.

Matt Dunlap, Charles Penzone, said he cannot support the right-of-way or they will not be able to do business. He added they cannot risk development. He explained a right-of-way would remove too many parking spaces. He indicated he would prefer a bike path or walkway for connection.

Mr. Meyers asked if there is a resolution to the right-of-way. Mr. Stanford said he does not know of a solution at this point. Until City Council gives the direction needed, he said the plan is to leave it as it is in the street network plan. Mr. Meyer said he would agree to the fifth condition.

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Mike Altomare inquired about access for emergency vehicles to the back side. Mr. Meyers said they plan to meet the intent for vehicle access on adjacent streets, etc. He cautioned there is a power line on the east side.

Mr. Tyler commended the applicant for working with staff and making all the changes they have. He said he was comfortable with the design.

Colleen Gilger said it is a beautiful building.

Ms. Burchett said the amended seventh and eighth Waivers is as follows:

> 7. §153.062 (O)(4)— Loft Building Type –Vertical Increments: No greater than every 40 feet (required); south elevation (±65 feet), west elevation (±50-feet), and east elevation (±80 feet) (requested).
>
> 8. §153.062(O)(4) – Loft Building Type - Primary Materials. The materials to be a minimum of 80% (required). West Elevation: ±50%; North Elevation: ±70%; East Elevation: ±55%; and South Elevation: ±60% (requested).

Ms. Burchett said the amended conditions for the Site Plan Review are as follows:

1) That the applicant provide construction details of the surface parking lot and loading area prior to building permit issuance;
2) That the applicant provide retaining wall details or spot elevations of the retaining wall proposed for the parking area along the western property line to ensure compliance with the provisions of 153.065(E)(1)(b)1-2: Fence and Wall Height and Opacity prior to building permit issuance;
3) That the applicant work with staff to ensure compliance with exterior lighting requirements of 153.065-Site Development Standards- (F)(1)-(12) Exterior Lighting prior to building permit issuance;
4) That the applicant continue to work with staff to ensure safe pedestrian circulation prior to building permit issuance;
5) That the applicant work with staff to determine location of neighborhood street right-of-way dedication, at no cost to the city; and,
6) That the applicant continue to work with staff to satisfy landscaping requirements prior to building permit issuance.

Jennifer Rauch asked if there were any further questions or concerns regarding this application. [There were none.] She confirmed the ART's approval of the Administrative Departure and the ART's recommendation of approval to the Planning and Zoning Commission for a Parking Plan, 8 Site Plan Waivers as amended, and a Site Plan Review with 6 conditions as amended.

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JUNE 9, 2016

3. BSD SCN - Charles Penzone Grand Salon
16-015BPR

6671 Village Parkway
Basic Plan Review

Proposal:	Construction of a 12,000-square-foot building and associated site improvements for a salon on the west side of Village Parkway at the roundabout with Shamrock Crossing.
Request:	Review and recommendation of approval for a Basic Plan Review under the provisions of Zoning Code Section 153.066.
Applicant:	Chris Meyers, Meyers + Associates Architecture; represented by, Matt Dunlap, Charles Penzone.
Planning Contact:	Lori Burchett, AICP, Planner II.
Contact Information:	(614) 410-4656, lburchett@dublin.oh.us.

MOTION #1: Victoria Newell moved, Amy Salay seconded, to approve the 10 Site Plan Waivers:

1. Minimum Building Height: §153.062(O)(4) –2 stories (required); ±31-foot high, one-story building (requested). Criteria Met.
2. Articulation of Stories on Street Façades: §153.062(G) The building façades have been articulated to create the impression of a one- and one-half or two-story building on a one-story building. Criteria Met.
3. Ground Story Height: §153.062(O)(4) – 12 feet to 18 feet ground story height (required); ±31-foot ground story height (requested). Criteria Met.
4. Front Required Building Zone: §Section 153.062(O)(4) –Structure located between 0-15 feet from the front property line (required); 23-feet (requested). Criteria Met.
5. Front Property Line Coverage: §153.062(O)(4) – Minimum of 75% of the front property line (required). No Front Property Line Coverage (request). Criteria Met.
6. Right-of-Way Encroachments: §Section 153.062(0) (4) — Awnings, canopies, eaves, patios, and projecting signs may encroach. Street wall to encroach (requested). Criteria Met.
7. Parking Location: §153.062(0) (4) – The parking area to be located in the rear yard or within the building (required). Parking to the rear and side (requested). Criteria Met.
8. Principal Entrance Location: §Section 153.062(O)(4) – Primary Street Façade (required); North Elevation (requested). Criteria Met.
9. Off-Street Parking Space and Aisle Dimensions: §153.065(B)(4) – Maximum width 22 feet (required); ±24 feet off-street parking drive aisles (requested). Criteria Met.
10. Street Wall Standards: § 153.065(E)(2)(j)– Street Walls to be located within Required Building Zone (required). Proposed street wall approximately 27-feet to the east of the nearest building façade (requested). Criteria Met.

VOTE: 6 – 0.

RESULT: The Site Plan Waivers were approved.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Bob Miller	Yes
Deborah Mitchell	Absent
Steve Stidhem	Yes

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JUNE 9, 2016

The Planning and Zoning Commission took the following action at this meeting:

3. BSD SCN - Charles Penzone Grand Salon
16-015BPR

6671 Village Parkway
Basic Plan Review

MOTION #2: Victoria Newell moved, Cathy De Rosa seconded, to approve this Basic Plan Review application because it complies with the applicable review criteria, with three conditions:

1) That the applicant submit a Parking Plan application with the Development Plan/Site Plan application.
2) That the applicant submit a Preliminary and Final Plat application.
3) That the applicant work with staff to determine location of neighborhood street right-of-way.

VOTE: 6 – 0.

RESULT: The Basic Plan Review application was approved.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Bob Miller	Yes
Deborah Mitchell	Absent
Steve Stidhem	Yes

MOTION #3: Victoria Newell moved, Chris Brown seconded, to determine that the Planning and Zoning Commission will be the future required reviewing body.

VOTE: 6 – 0.

RESULT: The Planning and Zoning Commission will be the future required reviewing body.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Bob Miller	Yes
Deborah Mitchell	Absent
Steve Stidhem	Yes

STAFF CERTIFICATION

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PLANNING AND ZONING COMMISSION

MEETING MINUTES

JUNE 9, 2016

AGENDA

1.	**BSD SRN – Bridge Park, G Block** **16-038BPR**	**Mooney Street** **Basic Plan Review (Discussion only)**
2.	**BSDSRN – Bridge Park, H Block** **16-039BPR**	**Bridge Park Avenue and Mooney Street** **Basic Plan Review (Discussion only)**
3.	**BSD SCN - Charles Penzone Grand Salon** **16-015BPR**	**6671 Village Parkway** **Basic Plan Review (Approved 6 – 0)**

The Chair, Victoria Newell, called the meeting to order at 6:30 p.m. and led the Pledge of Allegiance. Other Commission members present were: Chris Brown, Bob Miller, Cathy De Rosa, Stephen Stidhem, and Amy Salay. Deborah Mitchell was absent. City representatives present were: Claudia Husak, Vince Papsidero, Philip Hartmann, Donna Goss, Nichole Martin, and Flora Rogers.

Administrative Business

Motion and Vote
Ms. Newell moved, Mr. Brown seconded, to accept the documents into the record. The vote was as follows: Ms. De Rosa, yes; Mr. Miller, yes; Mr. Stidhem, yes; Mr. Brown, yes; and Ms. Newell, yes. (Approved 5 - 0)

The Chair briefly explained the rules and procedures of the Planning and Zoning Commission. She said certain cases on tonight's agenda may be approved by consent. She stated that no cases were eligible for the consent agenda tonight. She determined to take the cases in the following order: 3, 1, and 2 and the minutes will reflect the cases recorded in the order as they were published in the agenda.

1.	**BSD SRN – Bridge Park, G Block** **16-038BPR**	**Mooney Street** **Basic Plan Review**

The Chair, Victoria Newell, said the following application is a proposal for a mixed-use development, including two buildings containing residential units, office and retail uses, and a parking structure. She said the site is south of Tuller Ridge Drive, north of Bridge Park Avenue, west of Dale Drive, and east of Mooney Street. She said this is a request for an informal review and feedback of a Basic Plan Review prior to review by City Council under the provisions of Zoning Code §153.066.

Nichole Martin asked if cases for Block G and H could be heard together as the sites are adjacent to one another. The Chair introduced Block H as well so both cases could be heard simultaneously.

3. BSD SCN - Charles Penzone Grand Salon 6671 Village Parkway
16-015BPR Basic Plan Review

The Chair, Victoria Newell, said the following application is a proposal for the construction of a 12,000-square-foot building and associated site improvements for a salon on the west side of Village Parkway at the roundabout with Shamrock Crossing. She said this is a request for a review and recommendation of approval for a Basic Plan Review under the provisions of Zoning Code §153.066.
The Chair swore in anyone intending to address the Commission.

Claudia Husak said Aaron Stanford, our Senior Civil Engineer, is available to discuss some of the issues to be addressed this evening.

Ms. Husak explained the applicant presented this spa/salon proposal for a Case Review with the Administrative Review Team (ART) on March 24, 2016. She said Staff recommended an Informal Review to receive initial feedback from the Planning and Zoning Commission before coming with the Basic Plan Review application. The Commission she said, provided the applicant with several comments and recommendations and the revisions stemmed from that review are what is being presented this evening. She stated the Commission is being asked to evaluate the proposal for consistency with applicable Codes and policies and render a decision on the application. She indicated that several items, particularly with open space, landscaping, and signs will be addressed in further detail later in the application process as only limited detail has been provided on these items and staff will continue to work with the applicant on meeting these requirements as the project moves forward.

Ms. Husak said there are three motions as part of this application:

1. Basic Site Plan Waivers (10 proposed)
2. Basic Plan Recommendation (3 Conditions)
3. Required Reviewing Body Determination

Ms. Husak presented an aerial view of the site. She pointed out the project is located on a portion of the existing Charles Penzone Salon parcel and the vacant portion of the site is under consideration. She explained the parcel adjoins private properties to the north, south, and west. She said the property does not have direct frontage on Shamrock Boulevard; the principal frontage street is Village Parkway along the eastern boundary of the property. She noted the property contains stormwater, right-of-way, and utility easements that constricts site placement options.

Ms. Husak said the Commission informally reviewed and commented on this proposal on April 7, 2016. She indicated many Commissioners were concerned that the proposal felt too suburban in the proposed location where an urban, walkable, and energetic atmosphere is envisioned. She said the Commission complimented the applicant on the material selected for the proposed building, while also commenting on a lack of excitement for the building different from what is envisioned for the Bridge Street District. She said the Commission reiterated the district's vision for a dynamic, exciting entrance off Village Parkway for this area. She indicated the Commission encouraged the applicant to create opportunities with lighting, sophisticated site furnishings and elements to create space that diminishes the parking lot presences in the site plan. She said the Commissioners also discussed the location of right-of-way for a neighborhood street in relation to the existing driveway and structure.

Ms. Husak presented the revised Site Plan where the applicant removed the 13 parking spaces facing Village Parkway – identified as a loading area; the orientation of the rear parking area was shifted to align with the rear property line; and a plaza space was added and reconfigured.

Ms. Husak presented the revised elevation as seen from Village Parkway. She noted there is a single consistent roof type designed to give a second story appearance; more glass along the front of the

building has been incorporated with façade transitions; a front entrance feature to extend the presence along Village Parkway was added; and the transparency along the frontage has been increased. She presented additional elevations for each of the four sides and explained the orientation. She indicated a Master Sign Plan will be coming forward unless the applicant revises the proposal to meet all sign requirements so the signs shown are not part of the proposal tonight.

Ms. Husak said 10 Waivers are being requested as part of this application. She explained that some of these Waivers should be grouped together under a single request and this is more for procedural reasons than the applicant not meeting the intent of the Code. For example, she said to allow for the one-story building, three Waivers are necessary.

Ms. Husak said the first three Waivers are to allow for the applicant to construct a one-story Loft Building type and these include minimum building height, articulation of stories on street facades, and ground story height.

1. Minimum Building Height – 2 stories (required); ±31-foot high, one-story building (requested).
2. Articulation of Stories on Street Façades – The building façades have been articulated to create the impression of a one- and one-half or two-story building on a one-story building.
3. Ground Story Height – 12 feet to 18 feet ground story height (required); ±31-foot ground story height (requested).

Ms. Husak said Waivers 4, 5, 6, and 10 allow for the applicant to meet the intent of the BSD Code while working with specific site constraints including an electric easement along Village Parkway.

4. Front Required Building Zone - Structure located between 0-15 feet from the front property line required: 23 feet requested
5. Front Property Line Coverage - Minimum of 75% of the front property line required: no Front Property Line Coverage proposed
6. Right-of-Way Encroachments - Awnings, canopies, eaves, patios, and projecting signs may encroach. The site has been designed with a street wall to meet the intent of other Code requirements.
10. Street Wall Standards - Street Walls to be located within Required Building Zone: Proposed street wall approximately 27 feet to the east of the nearest building façade

Ms. Husak said Waivers 7, 8, and 9 are to accommodate functionality of the proposed use.

7. Parking Location – The parking area to be located in the rear yard or within the building (required). Parking to the rear and side (requested).
8. Principal Entrance Location – Primary Street Façade (required); North Elevation (requested).
9. Off-Street Parking Space and Aisle Dimensions – Maximum width 22 feet (required); ±24 feet off-street parking drive aisles (requested).

Ms. Husak said Aaron Stanford will discuss the street network.

Aaron Stanford said he is the Senior Civil Engineer with the City of Dublin. He reported staff met with some of the residents from Greystone Mews on Monday.

Mr. Stanford explained a comprehensive district-wide transportation analysis was conducted during the development of the BSD Code. He said the key conclusions of the Nelson/Nygaard report were:

1. A dense, grid-style street pattern was verified to operate well in an urban core context of the BSD;

2. Multiple grid connections help alleviate congestion so turn lanes would not be required except at key locations;
3. A dense, mixed-use development environment (as envisioned for the BSD), supported by a and multi-modal transportation system would likely result in about a 40 percent internal capture of vehicle trips in the District;
4. River bridges would improve overall neighborhood connectivity but would not relieve current or projected congestion for the Bridge Street/High Street intersection; and
5. Street Families classifications, rather than traditional roadway functional classes, were used to better convey the character of its streets and the BSD as an urban core, rather than as a more traditional suburban development model.

Mr. Stanford said one of the main goals of the Bridge Street District is Walkability - A measure of how friendly an area is to walking. He said the factors include:

- Presence and quality of sidewalks;
- Traffic and road conditions;
- Land use patterns;
- Building accessibility; and
- Safety, among others.

To understand how to provide a successful transportation system, supporting walkability, he said, transportation studies were conducted.

Mr. Stanford presented Zoning Code §153.061 – Street Types. He said the intent is to develop a transportation network that can accommodate multiple modes of transportation and that encourages and increases an areas' walkability. He said the street we are discussing tonight as it relates to this proposal would be a neighborhood street type. He explained this type of street is designed to handle low-medium volumes of traffic, to provide for pedestrian and bicycle facilities, and typically connects residential uses to neighborhood-serving uses.

Mr. Stanford presented the Bridge Street District Street Network map that was a result of this analysis and became part of the Code §153.061-A. He explained the map is organized by street families:

- Corridor Connector Streets (Pink) are important for our long trips and convey the most traffic, while opening access to new streets.
- District Connectors (Yellow) are important to convey pedestrians, bikes, and vehicles through and between main areas of activity.
- Neighborhood streets (Green) are important to provide comfortable and convenient connections to pedestrians and bikes, while allowing vehicles to distribute across the grid.
- Alleys and service streets are needed for required access and maintenance activities within a site.

He stated this map reflects the existing infrastructure is over-laid with proposed street network grids. He said this is used in addition to the Thoroughfare Plan as a guide in determining the appropriate locations and alignments of new streets during the development plan approval process as required in Code §153.066.

Mr. Stanford presented the site in context with this street network map. He clarified this property does not extend to the property of Greystone Mews so the right-of-way dedication is not connected to the Greystone Mews community. He explained the dashed green line illustrates the neighborhood streets within the BSD grid.

Mr. Stanford presented a photo of John Shields Parkway as an example that showed some of the pavement finishes for a typical BSD street, which makes the pedestrian experience more friendly and walkable.

Ms. Husak reiterated that three votes were needed this evening for this application:

1. Basic Site Plan Waivers (10 proposed)
2. Basic Plan Recommendation (3 Conditions)
3. Required Reviewing Body Determination

Ms. Husak said approval is recommended for 10 Site Plan Waivers:

1. Minimum Building Height: §153.062(O)(4): one-story building
2. Articulation of Stories on Street Façades: §153.062(G): one-story building
3. Ground Story Height: §153.062(O)(4): one-story building
4. Front Required Building Zone: §153.062(O)(4): site constraints
5. Front Property Line Coverage: §153.062(O)(4): site constraints
6. Right-of-Way Encroachments: §153.062(O)(4): site constraints
7. Parking Location: §153.062(O)(4): parking plan
8. Principal Entrance Location: §153.062(O)(4): building use
9. Off-Street Parking Space and Aisle Dimensions: §153.065(B)(4): parking plan
10. Street Wall Standards: §153.065(E)(2)(j): site constraints

Ms. Husak said approval is recommended for the Basic Site Plan with three conditions:

1) That the applicant submit a Parking Plan application with the Development Plan/Site Plan application;
2) That the applicant submit a Preliminary and Final Plat application; and
3) That the applicant work with staff to determine the location of the neighborhood street right-of-way.

Ms. Husak said a required reviewing body needs to be determined for the Parking Plan and Final Development Plan, Final Site Plan, and a potential Master Sign Plan. She said the Planning and Zoning Commission has the option of appointing the Administrative Review Team or the PZC to review all future applications.

Amy Salay inquired about the right-of-way. She asked he owned the land between Hobbs Landing and the Penzone parcel. Ms. Husak explained there are a couple of different ownerships in place. She explained the parcel with the parking on it is shared by Penzone's with the owners of the Dublin Village Center. She said the parcel that includes the retention pond and frontage along Shamrock Boulevard are owned by the owners of the Dublin Village Center. She said the piece of land, part of Greystone Mews, east of Hobbs Landing, is owned by the City and maintained by the HOA.

Ms. Salay asked what would trigger the construction of the proposed neighborhood street. Ms. Husak explained it would be the development of the parcel that contained the retention pond.

Ms. Salay asked for the location of the power line easement to which Ms. Husak pointed out.

Steve Stidhem asked if the Penzone development was triggering the construction of the proposed street. Ms. Husak clarified the Penzone application is triggering the dedication of the right-of-way.

Chris Brown asked if this was a preservation of opportunity.

Ms. Husak explained that in the BSD, based on the street network map, any kind of parcel that is coming to the City for development or redevelopment that has a proposed street through it, Staff would have that conversation with the applicant, first.

Mr. Brown said when he looks at it as preservation of a right-of-way, it is not as much a potential for developing where the retention pond is, it is what might happen at Dublin Village Center in the future and how the grid connects with the rest of the district. He clarified that is why the City views it as vital. He said he understands the people are concerned not by what Mr. Penzone is trying to do but rather this street going through. He asked everyone to understand there are two separate issues: 1) business man trying to expand and do something that is part of the community; and 2) Master community plan.
Phil Hartmann added the preservation of a right-of-way was City Council's vision so it is not in the PZC purview to deviate from that.

Bob Miller said parking was discussed a lot at the Informal Review. He asked about the number of spaces that were requested then and where we are now and if Staff had any concerns with the amount of spaces.

Ms. Husak said Staff continually has concerns regarding the underutilization of the site in terms of there being more parking than building on the site. She said the data that the applicant provided for their parking use is solid. She said the applicant also provided possible additional uses on the site. She said Staff interpreted the Commission's comments as not being as concerned about the amount of parking requested as the ART may have been. She indicated Staff feels pretty comfortable with the parking as it is and appropriate.

The Chair invited the applicant to come forward.

Charles Penzone, 6671 Village Parkway, said he has appreciated having an operation in Dublin. He said he is the Chairman and Founder of the company started in 1969, and for 32 years there has been a presence in Dublin. He emphasized this has been very important for their company. He indicated they have plans to develop this property even further and he is concerned with bisecting their "campus". He said they want to extend this property long-term.

Chris Meyers, Meyers and Associates Architecture, echoed Mr. Penzone's comments about working with Dublin. He said staff has been fantastic. He said they started with something much different and have since gained an understanding of the Code and how we can make this a true example as best as we can to meet the BSD Code. He said Ms. Husak did a great job of presenting this application.

Mr. Meyers said they started with 93 parking spaces and brought it down to 80. He said the area designated as loading is for the VIP drop off area like for brides, moms for Mother's Day spa treatment, prom goers, etc. He said the canopy covered entry space is intended to be a continuation of that pick-up space. He said they envision that space to embrace the landscape and the plaza. He stated internally, there are 40 salon stations, a full spa with seven treatment rooms, a nail and skin cars space, and also an event space for small groups. He said with the constrictions of the site, they have really tried to meet the intent of the Code but 10 Waivers were still identified.

Mr. Meyers said they were asked to come up with a Master Plan that is not part of this application. He said they are considering supplemental buildings on the site for different components of health and wellness and clinical or medical related spa functions or treatment facilities. He said they have expanded the landscaping and seating areas that will tie into the bike path. He said the character and appearance of this parking lot is not a big black sea of asphalt but there is detail and refinement to it and it incorporates pervious pavers. He said they are being mindful with how the walkways can continue to the roundabout and beyond.

Mr. Meyers explained the Penzone's are in the process of rebranding and the direction they are headed has been reflected in the signs for the building. Even though the signs are not part of this application, he said they plan to return to address that and welcomes any feedback the Commission would like to provide at this preliminary stage.

Mr. Meyers stated the applicant is agreeable to the first two conditions of the Site Plan approval. He said for a neighborhood street to go through their property, a 50-foot right-of-way will need to be dedicated. He said they have proposed a right-of-way that would be 37 feet wide that would lessen the elimination of so many parking spaces since they are already at a premium. He said traffic also became a concern as it related to the adjacent neighborhood. He said they are proposing to create an identity of a neighborhood street but restrict it as a campus entry and the west end connection limited to pedestrians and cyclists rather than automobiles. He emphasized that the applicant wants to meet the intent of the BSD Code by having a connection but not have it be a fully auto-oriented street. He concluded by saying he is requesting the Commission's vote so they know if they can go forward and they are in a bit of a hurry.

Mr. Miller asked what material would be used for the street wall. Mr. Meyers said he likes the stone farm walls and the nod to being in Dublin.

Victoria Newell referred to landscaping photographs as examples. Mr. Meyer said the one illustration is for the paver band design. He said the building design has a number of horizontal slat conditions and part of that banding and regulated pattern would be translated into some of the landscape components. He said they intend on landscape up lighting to light canopies of the trees. He said they would like to mesh the landscaping with the hardscape, especially for that loading area. He said the Penzone's host a lot of events so they planned on potted plants at the perimeter of the building. He pointed out the path intended for the staff to use providing access across the campus from the current building, which may be repurposed for more office space. He said it is the intent that staff parking be further from the building to allow the customers closer access. He said low lighting bollards would be needed for the path at night. He pointed out where the bicycle racks and spaces would be located.

Ms. De Rosa noted the parking behind the current salon that is staff parking. Mr. Meyers confirmed that was included in their parking analysis.

Matt Dunlap, 6671 Village Parkway, clarified the west parking is shared parking with the other property owner but if that site ever gets developed the development supersedes the ability to park so it is a temporary situation.

The Chair invited public comment.

Roger Ansel, 4232 Hobbs Landing Drive, W., said he and his wife have resided in Greystone Mews for seven and a half years and absolutely love it. He indicated a "mews" is supposed to be a retreat or a hideaway. He said their community contains 132 condominiums surrounded by a walking path and a mature tree line and hedgerow. He said there are already three entry points into Greystone Mews. He said they are not opposed to development in the neighborhood. He said a new neighborhood street will not help the traffic concerns in the area. He said if it is not going to benefit Mr. Penzone's development, he does not see a reason to add a street; the neighborhood asked the Commission to vote no on the right-of-way as they oppose the street but would welcome a bike path.

Lee Bruinich, 4254 Troutbrook, said he agreed with everything Mr. Ansel just said. He said he cannot see how the added street would ever be used in a productive residential manner.

Terry Burnside, 6689 Hobbs Landing Drive, E., said there is a lot of contention about this proposed street. He indicated Greystone Mews is an island onto itself. He said they live there to avoid the traffic of

Sawmill Road. He said the walking path is used by people pushing strollers, walking dogs, our children and grandchildren. He said he opposes anything that provides a danger to their community. He said he is in favor of the Penzone project and the development in the Bridge Street District. He said they feel like they are being invaded. He asked the Commission to consider the current plan and come up with a better solution for the community.

Jill Kilanowski, 6756 Cooperstone Drive, said she and her husband are from New York City and they came to Ohio ±19 years ago. She said they were attracted to the Mews because of the development in the area and it was a protected environment. She said data changes over the years and the Commission cannot go on something that was determined several years ago and new assessments need to be made to see if it is still valid. She asked the Commission to consider headlights that would come into their windows if they had to live at a T-intersection. She questioned the stormwater pond and how it would affect future businesses. She urged the Commission to vote against this.

John Hayden, 6697 Hobbs Landing Drive, E., said he moved into Greystone Mews a year ago and it is a very unique and beautiful community. He said he is excited about the development in the Bridge Street District and the designs for this new building are beautiful. He questioned how much walking would happen in this area. He said people going to Lowe's would need a vehicle for their purchases. He said he loves that Mr. Penzone is expanding as it is great for the community. He said he understands the Code needed for the BSD but in this instance to consider common sense. He said people coming to the salon will want to come in and off of Village Parkway, not Hobbs Landing. He asked the Commission to vote against this part.

Bill Fullerton, 4223 Tuller Ridge Drive, said he has lived in Greystone Mews since 2009. He said the road is not necessary, it will adversely affect the planning at Penzone's, and it is a waste of money. He said he is supportive of the Penzone's plan, he thinks it is great, but he asked the Commission to vote against the road.

Jenny Dipaolo, 6713 Hobbs Landing Drive, E., said the road would meet at her front door. She said she loves her community and loves where she lives. She said she grew up in Columbus, Ohio. She said she found Greystone Mews six years ago and was told it would remain green space. She stated her front door is 13 feet from the street and those headlights would go directly into her windows. She said she does not want to move. She was quite upset. She said she would speak for a number of people on her street who will be detrimentally affected by a new street. She said it would not benefit Penzone and it would hurt the neighbors. She restated she does not want to move but cannot live on the end of a dead end street. She said she cannot risk a car missing that stop sign or cutting the corner too much because again, her door is only 13 feet away. She said her office is in that front room. She indicated today she had a conference call from 10 am to 5:30 pm, 7.5 hours on the phone, she counted 11 cars that drove past during that time and that is what she signed up for. She said Bridge Street is going to be wonderful and provide a lot of opportunities. She said earlier, Mr. Stanford referenced walking paths and bike paths five times. She said if a connector is needed, to please put in a walking path.

Phil Beckwith, 6739 Cooperstone Drive, asked if the use of a right-of-way demand a use of motor vehicles or can it by policy be interpreted as bicycle traffic only. Ms. Newell said it would always refer to vehicle traffic.

Ms. Husak said a right-of-way is for transportation.

Mr. Beckwith said he heard earlier that City Council already approved this and the PZC cannot do anything about that. He asked if that was correct.

Mr. Brown said the Commission is appointed by Council to make recommendations, however, Council members are elected and there is a large group that does not want this and the developer does not want

this. He said Staff prefers to keep it for latitude. He said the Commission can always make a recommendation to Council that they revisit it.

Mr. Beckwith said he agrees with much of what everyone else said. He said it seems to be a notion that solves no particular problem and it improves no particular condition and therefore it is a capricious defacement of an established community and a waste of money.

Colleen Connor, 4239 Troutbrook Drive, said she understands wanting to preserve a grid pattern for the future but agrees with her neighbors that we do not gain any efficiencies by adding the right-of-way.

Mr. Hartman said what would happen is a preservation and the possibility of that going forward but Council at some time in the future could always change that; right-of-ways are vacated all the time. He said the condition states that the right-of-way be dedicated and that does not occur until the roadway is platted and then we would not use that until we would have some reason to think traffic wise, that that needs to go through, which would generally be the development of the adjacent parcel and who knows when that would be. He said it does not mean a road will be there, it just means it is a preservation at some point in the future if in fact they want to keep the grid system the way it is set up now in the codified ordinances.

Ms. Salay said she is on the Commission as well as City Council. She said the Council approved the grid style street network and when looking at this site, it would make sense to ask for a right-of-way. She said she sees that a lot of people would be detrimentally affected and there is an established business that also does not want the roadway. She indicated there would need to be a really compelling reason to build the road and tonight she does not see that scenario but we do not know what the future will hold. She said when the residents are asking the Commission to vote no, she explained they would not be voting on the construction of the roadway per se, the Commission is voting on an approval of a site plan with a right-of-way called out in the middle of it.

Rowene Bessey, 6737 Hobbs Landing, E., asked if there was anyone on City Council that is a realtor. She questioned whether anyone would be able to sell their house if it was known that a right-of-way was going through there and it would affect the price.

John Suba, 6740 Cooperstone, said he does not understand preserving land for a possible good opportunity or development. He said we have a good development now. He said when a different development is brought to this Commission, a dialogue should be brought to the residents to determine if it would be something that would benefit the neighborhood and does not deter from the value of the neighborhood. He said that would make sense but to say today we are going to rubber stamp an easement just in case something happens down the road, and take away from something great that is there now, does not make sense. He said if something is in the works, let us know, otherwise there is no need for this. He said if nobody else plans on developing the property and Mr. Penzone does not want it, then if there is a way to stop it then he thinks it should be stopped.

Jessica Peffer, 4250 Troutbrook Drive, said she agreed with her neighbors, and added when there are cars parked in the street, it is a challenge for two cars to pass each other so if a road were built, this would not be a good neighborhood to allow for cut-through traffic, besides there being a lot of kids and pets.

Loren Miller, 4247 Troutbrook Drive, said he would love to see the Penzone's site developed without the right-of-way so they could use the land as they see fit and to make it as prosperous as possible not only for jobs and community but for tax base and for the beauty of it. He said per the drawings, the building is beautiful.

The Chair asked if there was anyone else in the public that wanted to speak on behalf of this case. [Hearing none.] She closed the public portion of the meeting.

Mr. Brown asked for clarification from staff. He indicated his understanding of the Commission's role in this particular case is dealing with the right-of-way is determining if this particular plan responds to the right-of-way. Ms. Husak confirmed that was correct per the requirements of the BSD Code.

Mr. Brown said the Commission does not write the Code, they respond to the Code and sometimes grant Waivers to the Code. He clarified the question is whether Chris Meyers and the Penzones responded to that Code with their plans. As a Commission member and a citizen, he said looking at that grid, he cannot understand why that stub is there. He said Greystone Mews is stunning and it is an enclave that is going to be surrounded by wonderful area with a lot of vitality. He said we do not know what is going to happen at Dublin Village Center. He said surprisingly it has made a little bit of a rebound, which he did not expect. He said the way this development is laid out, he does not see ever cutting through there and he is a cut-through guy. He said it makes no sense. He said I cannot go through there to get to another street that gets me anywhere that I want to be. He said John Shields Parkway would be my path. He said when he votes on this tonight, it is not in regard to the right-of-way. He said he believes this should be brought back to City Council to revisit to see if this is preserving a right-of-way and can it be defined what it is for.

Mr. Hartmann clarified this is a recommendation that goes to Council so Council will be the final decision-maker. Ms. Husak added that when the plat is brought before the Commission, it is a recommendation to Council.

Mr. Brown proposed a future condition for when this is platted that the street be used for pedestrian and bicycle traffic and not used for automobiles. He indicated Council is very responsive but they are also strong and they see a bigger picture. He said he liked their vision but at the same time, he said he has never seen them totally squash a neighborhood.

Victoria Newell said she was around to see the original presentation of this street grid and they discussed how existing neighborhoods were going to intermesh with the new grid work and the other areas. She said her perception of the roadway there was this was a point where we might be able to create that grid section. She said she understands Council has voted on this network, but the Commission has granted Waivers for other development in the BSD for eliminating the right-of-way.

Ms. De Rosa said one of the wonderful things about living in the City of Dublin is that the community and the people you elect to lead the community and the people they hire to do our work, try very hard to put forward thinking ideas out for creating the grand visions that have led to this development and others. She said the value of having grid systems like this in these proposals allows us to think bigger. She indicated plans are approved but then they are revisited and resident input is obtained. She said it makes a lot of sense when this comes back for the plat, that whatever we can recommend to put conditions around that to make it useful in its current and potential future development makes a lot of sense. She said maybe there is an opportunity to have some walking and bicycling at some point so maybe it makes sense to preserve that option. She said she agrees with what she has heard tonight by not seeing where it adds value and where it detracts.

Ms. Salay said she would take this conversation back to her colleagues on Council and it is one of our first tests to our 50-year vision for a road system. She said this is one of the times the existing neighborhood and its residents run up against this vision. She said they all live in Dublin and do not want to see a neighborhood harmed. She said there are a lot of different ways to communicate with Council. She said she agrees with what she has heard tonight in that this does not make sense immediately; there will be a lot of evolution and change and cited Riverside Drive and Bridge Street as an example.

Mr. Brown commended staff as they work on the behalf of the residents.

Ms. Newell clarified that whenever water engineering occurs in the City of Dublin, by law, it is always analyzed and never permitted to be designed so it impacts the surrounding property owners.

Mr. Brown said the architecture is outstanding and he loves it. He said he knows Mr. Penzone and is familiar with a lot of Mr. Meyer's work and they both have high design standards. He said this plan has the quality and pizazz we are looking for at this intersection. He said he understands the high tension tower is tough to deal with on this site. He referred to the sketch that showed potential future buildings and he is a big advocate of that. He recommended tying in the campus to the streetscape and developing a rhythm between the buildings to unite in an urban fashion making the area dynamic. He said he wanted to see the landscape become part of the framework.

Mr. Meyers said the essence of an urban street is the proximity and dimension between the facades. He said the existing building is fairly large. He said they plan to integrate the signage into the architecture of the buildings.

Ms. Newell said she really liked the architecture and it will look nice on the site. She said she liked the streetscape amenities and the pocket park. She said she is happy to see Charles Penzone stay in the City of Dublin and redevelop. She inquired about the grill work on the entry canopy.

Mr. Meyers said Mr. Penzone is a fantastic art collector of which there is an enormous amount of metal work. He said the entry canopy has the grill work incorporated into acrylic to provide cover from the weather and casts an interesting shadow which is also a reflection of the interior designs.

Ms. Newell said the ground sign will not fit well on this site as it looks like it is for an office park.

Mr. Meyers said the sign is existing on the current building site. He said the visibility of the new building to the roundabout and vehicular traffic, the intent of the branding and identity of the campus is pulled to that corner.

Ms. Newell said she drives by the sign on a regular basis and did not realize it was there; it is hidden by vegetation. She said she liked the stone wall feature in front of the parking and it conflicts with the sign. She suggested incorporating the sign into the wall.

Ms. De Rosa said she likes the CP sign and can see it being used as an interesting piece of art in the plaza. She said the architecture brings the urban feel of energy, which is fantastic.

Steve Stidhem said he appreciated the covered entrance.

Bob Miller said he liked how the mechanicals were screened on the roof. He asked if they would be visible as one was coming down from Lowe's to the roundabout. Mr. Meyer said some of the shielding will be visible from a long view.

Mr. Brown said there is opportunity outside for art and this Commission likes seeing fun, cool, and neat stuff. Mr. Meyers jokingly said metal sculptures in electrical easements are challenging.

Motion and Vote
Ms. Newell moved, Mr. Brown seconded, to approve 10 Site Plan Waivers. The vote was as follows: Ms. De Rosa, yes; Mr. Miller, yes; Mr. Stidhem, yes; Mr. Brown, yes; Ms. Salay, yes; and Ms. Newell, yes. (Approved 6 – 0)

The Chair asked Mr. Hartmann if the Commission has the ability to make a recommendation that the location of the right-of-way be considered further. Ms. Husak said the best strategy might be for the applicant to do the preliminary and final plat as their very next step before doing a lot of work on the Final Development and Site Plan. The Chair said that if Mr. Penzone moves forward with the development of the adjoining property, the design may meet the intent of the Code without necessarily having the roadway there; there are creative ways of preserving that same thing.

Vince Papsidero said he thought this was a process issue because the only way to resolve it is for the plat to move forward. He said staff has no way to interpret Council policy and the Commission's ability is somewhat limited on this issue.

The Chair said she trusts Ms. Salay to express the Commission's conversation to Council as it moves forward.

Mr. Brown said the right-of-way becoming a bike and walking path that continues that grid is important, given the size of the block.

Mr. Meyers restated that they would like to create the character of a neighborhood street, get it into the campus, and then create a pedestrian/bicycle, dog walk connection to the neighborhoods.

Mr. Dunlap said he agrees with everything but they are concerned with what could happen. If what might happens in two years, then they lose 40 parking spots and there will not be enough parking to support the business.

Motion and Vote
Ms. Newell moved, Ms. Salay seconded, to approve the Basic Plan Review with three conditions:

1) That the applicant submit a Parking Plan application with the Development Plan/Site Plan application;
2) That the applicant submit a Preliminary and Final Plat application; and
3) That the applicant work with staff to determine the location of the neighborhood street right-of-way.

The vote was as follows: Mr. Brown, yes; Mr. Stidhem, yes; Ms. Salay, yes; Mr. Miller, yes; Ms. De Rosa, yes; and Ms. Newell, yes. (Approved 6 – 0)

Motion and Vote
Ms. Newell moved, Mr. Brown seconded, that the future required reviewing body is the Planning and Zoning Commission. The vote was as follows: Ms. Salay, yes; Ms. De Rosa, yes; Mr. Miller, yes; Mr. Stidhem, yes; Mr. Brown, yes; and Ms. Newell, yes. (Approved 6 – 0)

Communications
The Chair asked if there were any communications from staff. [Hearing none.] She adjourned the meeting at 10:31 p.m.

As approved by the Planning and Zoning Commission on _____, 2016.

2. BSD SCN – Charles Penzone Grand Salon 6671 Village Parkway
16-015BPR Informal Review

The Vice Chair, Mr. Brown, said the following application is a proposal for the construction of a 12,000-square-foot building and associated site improvements for a site located within the Bridge Street Sawmill Neighborhood Center District on the west side of Village Parkway at the roundabout with Shamrock Crossing. He said this is a request for an informal review and feedback for a future Development Plan under the provisions of Zoning Code Section 153.050 and that the Commission will not take a vote tonight.

Lori Burchett reported this was reviewed by the Administrative Review Team on March 24, 2016, and they recommended the applicant bring this application forward to the PZC for an Informal Review before returning to the PZC with a Basic Plan Review. She explained the ART reviewed the Site Plan and noted many of the elements meet the Code as proposed or with minor revisions. She said the main topics for the discussion this evening will include: Street and Block Framework; Proposed Building Types; Materials; Site Layout; and Parking.

Ms. Burchett said the project is located on a portion of the existing Charles Penzone Salon parcel and the vacant portion to the south of the site is under consideration. She said the parcel adjoins private properties to the north, south, and west and the property does not have direct frontage on Shamrock Boulevard. She said the principle frontage street is Village Parkway, along the eastern boundary of the property. She said the property contains stormwater, right-of-way, and utility easements that somewhat constrict site placement. She presented the existing street view from the property facing both southwest and northwest.

Ms. Burchett stated the intent of this district is to establish a network of interconnected streets with walkable block sizes organized to accommodate multiple modes of transportation.

Ms. Burchett presented the BSD Street Network map and noted the (future) east/west neighborhood street that is illustrated on the map that dissects the subject property from Village Parkway to the adjoining parcel connecting to Hobbs Landing Drive East.

In the BSD requirements, Ms. Burchett said the maximum block length is 500 feet and the maximum block perimeter is 1,750 feet. As proposed, she said the block length is 1,020 feet and the perimeter is 2,700 feet. She explained that with the dedication of the right-of-way for the future potential development of a neighborhood street as shown on the Street Network Map, the maximum block length and perimeter requirements would be met. She said the block length would be approximately 350 feet and the perimeter would be approximately 1,240 feet. She stated an east/west Neighborhood Street right-of-way dedication would: allow the project to meet the block size requirements; and achieve the intent of establishing a network of interconnected streets in the district. She said preserving the right-of-way will allow for future connections without having to require the applicant to fully construct the Neighborhood Street at this time, particularly since there is another privately-owned parcel in between the subject property and Hobbs Landing Drive East.

Steve Stidhem asked if the future road would impact the existing building. Claudia Husak said the road will come real close.

Chris Brown said he understood this is just a draft but suggested Staff revisit the Street Network Plan due to the existing housing as well. Ms. Husak said the question is whether or not we are asking for the right-of-way to be dedicated as part of this application.

Ms. Burchett emphasized the future neighborhood street is a general location and no designs have been finalized by Engineering. Mr. Brown said the point is if the application meets the criteria with the right-of-way. Ms. Burchett confirmed, with the right-of-way, the application will meet the block requirements.

Vince Papsidero urged the Commission not to forget the importance of the grid that is being created with the Street Network Map in the Code. He stated that the distribution of traffic, the grid street pattern, and the resulting lot sizes all speak to the environment that is envisioned within the entire district.

Cathy De Rosa noted a driveway that comes into the back of that building, with two driveways coming into the current location. Ms. Husak confirmed the existing driveway location goes to the Penzone Salon. She explained the driveway to the north is off the site and provides access to the Stavroff parcel, which has overflow parking for Dublin Village Center.

Ms. Burchett said Staff analyzed the site and the building proposed against the requirements of the BSD. She said the proposed structure is a loft building type and this is the most appropriate type for the area of the Sawmill Center Neighborhood since it is not located on a shopping corridor or within a designated area where commercial center building types are permitted. She explained the loft style building requires a minimum of two stories, an entrance facing the street, and parking in the rear of the building. She said the proposal is for a single-story building and the applicant has made attempts to create height by increasing the interior ceiling heights and providing a small mezzanine area; exterior features include façade material transitions and a variety of roof types and heights. She reiterated the proposed structure is designed as a one-story building with architectural elements to reflect a two-story appearance. As submitted under the loft building type, she stated 11 Waivers would be required, including parking location, minimum number of stories/height, and frontage and entrance requirements.
Ms. Burchett said one of the discussion questions for the Commission to consider is:

Are potential Waivers to Loft Building Type requirements appropriate, particularly for the building height?

Ms. Burchett presented the east and west elevations; the materials include wood, stone, and glass. She noted the east elevation would be the view from Village Parkway. She pointed out a large blank wall on the west elevation.

Ms. Burchett said another discussion question for the Commission to consider is:

Does the proposal illustrate an appropriate level of architectural interest for the gateway into the Sawmill Center Neighborhood in the BSD?

Ms. Burchett presented the south and north elevations. She explained the south elevation is the view from the main parking area. She noted the entrance along Village Parkway (principal frontage street) does not appear to be the main entrance to the building and it is unclear whether or not it is functional as an entrance; the main entrance is proposed off the parking lot to the north.

Ms. Burchett presented a rendering of the proposed floor plan with the main lobby entrance at the north.

Ms. Burchett presented the site plan layout as it would be connected to the existing parking and salon. She pointed out the centered building placement does not allow for flexibility of the site for future potential development opportunities. She said the open space areas are limited mostly to pedestrian walkways adjacent to the building and a small pocket park and plaza around the main parking area. She noted the proposed layout shows parking to the side of the structure, which is not permitted with loft building types. Additionally, she said there are site constraints that include stormwater and right-of-way easements that limit the developable area.

Ms. Burchett said more discussion questions for the Commission to consider are:

Looking at the form and layout of the building as the district evolves overtime, does the proposed layout and building type accommodate any future uses as infill development continues in the district?

Is there an opportunity for the applicant to consider alternative site layouts that better meet the intent of the BSD and Sawmill Center District standards?

Ms. Burchett said the parking calculations for the proposed use are a minimum of 24 spaces (2 per 1,000 square feet) and a maximum of 30 spaces (125% of minimum). She stated the applicant has proposed 93 spaces based on daily parking count data provided. She reported the ART had concerns with the significant amount of parking and its location along the side of the property, as well as efficient use of the property for future infill development opportunities as the neighborhood evolves.

Ms. Burchett asked the Commission to consider the following:

1) *Would the Commission support a request for a Parking Plan to exceed the maximum permitted spaces by 210 percent?*

2) *If the proposed siting of parking in the front yard is supported, is the proposed arrangement optimal for the long-term vision for the Village Parkway frontage?*

3) *Is there an opportunity to redistribute parking/relocate the building in a manner that would create the opportunity for an additional development site over surplus parking areas as uses change over time in the proposed building?*

Mr. Brown asked where the parking is Ms. Burchett is referring to. Ms. Burchett said parking located to the front is not permitted for a loft building type.

Amy Salay asked what Ms. Burchett would suggest if parking was to be relocated. Ms. Burchett agrees the site is constrained and understands there is a need from the applicant for the additional parking based on their daily-use data.

Ms. Burchett asked again if exceeding the parking requirement by 210% is appropriate or if there are other options such as shared parking.

Ms. Burchett referred back to all the discussion questions:

1) *Would the commission recommend dedication of right-of-way for a future neighborhood street as shown on the Bridge Street District Street Network Map?*
2) *Are potential Waivers to Loft Building Type requirements appropriate, particularly for building height?*
3) *Does the proposal illustrate an appropriate level of architectural interest for the gateway into the Sawmill Center Neighborhood in the Bridge Street District?*
4) *Looking at the form and layout of the building as the district evolves overtime, does the proposed layout and building type accommodate any future uses as infill development continues in the district?*
5) *Is there an opportunity for the applicant to consider alternative site layouts that better meet the intent of the Bridge Street District and Sawmill Center District standards?*
6) *Would the Commission support a request for a Parking Plan to exceed the maximum permitted spaces by 210 percent?*
7) *If the proposed siting of parking in the front yard is supported, is the proposed arrangement optimal for the long-term vision for the Village Parkway frontage?*

8) *Is there an opportunity to redistribute parking/relocate the building in a manner that would create the opportunity for an additional development site over surplus parking areas as uses change over time in the proposed building?*

Steve Stidhem said there is a business there now with a lot of parking. He asked what the future plan is for that property.

Ms. Burchett said the BSD allows for a mix of uses so commercial is one element permitted and personal services is a use permitted as well. She said the intention of the BSD Code is to look at the overall form and character of an application to determine if it meets the intent of the district's standards. She said the applicant could perhaps speak to the development of the existing site/salon.

The Vice Chair invited the applicant to come forward.

Matt Dunlap, Charles Penzone Salon, said the company has been around for 47 years, and over 30 of those years have been in Dublin. He said the Dublin clientele are their core business and after reviewing different options from a real estate perspective, this would fit within the intent of the BSD from a community perspective and what the Charles Penzone Salons are trying to accomplish. He said the applicant is trying to create a corporate campus and the core of their strategy is a walkable, approachable campus for their team and their guests. He said the applicant is interested in opening a new flagship salon, which is why this application was proposed. He said the new salon will bring the latest technology operations and design. He stated the applicant is working with Myers and Associates with Advanced Civil Design and Chute Gerdeman. He indicated they are trying to create something that is 'revolutionary within the industry' and bring what is 'best in class'. He said in addition to the new salon the applicant would like to renovate the existing salon into a home office, which would bring 34 new jobs to Dublin. He said the additional growth plans consider a new academy, spa services, and offerings around wellness. He said they have a separate economic proposal being submitted to economic development. He said the company goal is to create a community feel for this development as this is the trend on the west and east coasts with more interaction between guests.

Mr. Dunlap recognized a large issue around this proposal is parking. He said their teams have looked at operational efficiencies at length and the salon proposed will increase their utilization and much more operationally effective. He noted the existing salon is 18,000 square feet and they are trying to go down to 12,000 square feet with the proposed salon. He said they are trying to bring a cohesive environment where the outside is brought in with a courtyard and operate the business around that hub. He said they looked at three different parking ways to reinforce what they are requesting, this included spot checking for peak/non-peak periods; maximum capacity; and the traffic they generate - divided up on an hourly basis. He said they feel confident in proposing the need for 93 spaces; there are 68 parking spaces with the existing salon. He explained Stavroff owns the additional off-set parking and there is an agreement with them to share parking, which would give them some options but the issue is, if Stavroff develops, the applicant loses the parking. He said they are designing operationally to account for that. He concluded that the team is available to answer any questions.

Chris Meyers, Meyers and Associates Architects, 232 N. Third St., Columbus, OH, said he is the architect of record. He introduced the team that has been working on this proposal for about one year as Penzone is going through a brand redevelopment/refresh. He reported that they met with the ART two weeks ago where it was suggested the applicant meet with the PZC through an Informal Review. He said there are basically three big topics.

The Vice Chair asked Staff to address: loft requirements as compared to other building types for clarification; parking; and finally the architecture in general.

Ms. Burchett said during the initial review, loft and commercial building types were explored. She reiterated the loft building type is permitted in the district and the commercial is not. She clarified the loft type requires the building to be two stories, which the ART struggled with as the applicant is trying to achieve height by including an interior mezzanine rather than a full useable two stories. She said there is a concern with not having the entrance or parking off the principle frontage street with the parking at the rear. She summarized the ART was weighing whether to request Waivers for the elements the loft building did not meet but meets the intent of the district or to request a Waiver for a commercial building type that is not permitted in the district. She reported they were less comfortable with permitting a building type that is prohibited in the district.

Mr. Meyers said the right building type regardless of the Code was part of the earliest discussions with Staff. He said the applicant tested the commercial type building but it did not fit the character or the parameters of the site. He explained the operations in the salon is a perimeter volume space for services. He said there is a 22-foot bearing line for the roof because Code calls for 12 feet first floor, 10 feet second floor as minimum requirements. He said this is an increase in cost but the applicant was excited about the opportunity to elevate the amount of windows and volume of that space. He said the mezzanine area if 1,500 square feet. He said the perception on the exterior will be the right scale for the context and meets the intent of the Code. He said a commercial building would have to be long and low.

Mr. Dunlap restated the applicant is trying to create a new flagship that is a scalable model as the other model is very ineffective to operate as guests and staff are spread out all over the place.

Mr. Meyers noted the issue of the perceived entry versus the actual entry. He said it is typical to park near the door. He said the façade treatment of this building also incorporates what happens behind it and the visual it presents on the principle frontage street. He said that whole area is very active as it is the color bar. He noted the doors on three of the four facades that provide access to the pedestrian right-of-way. He indicated this building is meant to activate some of the network of sidewalks and landscape and streetscape to connect it to the rest of the district. He confirmed it is a challenging site that pushes them inward: there is a certain geometry they have to work with; a stormwater easement; and high-voltage power lines. He said this is guiding some of the architecture.

The Vice Chair said the Commission can break this down but if they start with the parking; it is kind of backwards because the architecture is based on the layout of the site and how it connects to the parking.

Mr. Brown said he knows Mr. Penzone pretty well and knows Chris Meyers' work and he is a very talented architect. He said the loft building type not acting as a two-story space does not bother him. He said the Commission has discussed every block and how this district unfolds, it is opportunity. He said we are looking for a sophisticated eclectic, dynamic buildings, and to create an urban walkable neighborhood, so how it engages those streets and not just the parking lot is paramount. He said Village Parkway is intended to become a major thoroughfare. He said it appears like a building you could put in many other sites around central Ohio or elsewhere and that does not excite him. He indicated Mr. Penzone is a dynamic guy with dynamic art and dynamic spaces in his house and salons. He said the volume inside and large window elements are cool. He said he likes the stone and the wood but at the same time, it looks like it is a building that is plucked down on a suburban lot and not necessarily an urban, walkable district building.

Deborah Mitchell agreed. She said this looks a lot like a model and she understands the applicant wanting to create a model that is scalable that can be replicated. She indicated it reminds her of a really nice salon where she grew up, stuck in the suburbs and it was a cool place but it was in the suburbs and not connected to anything. She said this does not have any feel of urbanism and is not sure it captures the BSD connectivity. She said lots of glass is acceptable and agrees that going for the feeling of two stories when it is not really two stories is great. She said there is nothing drawing the people from the sidewalk view. She said there is huge potential but a scalable model can go in the suburbs of Massillon, Wisconsin;

Champaign, Illinois; or elsewhere. In the suburbs, she said it would be really cool but in the BSD, not so cool.

Cathy De Rosa reported she has spent some time in that existing salon and inquired about the wellness component and who the clientele is in this new version.

Mr. Meyers said, as an architect, it is thought of as a Charles Penzone campus and this is the first piece of it. He said when it comes to personal services, salons were just for getting hair and nails done and one would go to a doctor for clinical or therapeutic services or a medically related service. He said the thought is the industry has evolved to be very holistic when it comes to a wide range of services. He said Penzone Company has championed innovation in their entire operations. He said the planning is a utilization of the entire organization for its business operations, its flagship salon, but also the supplemental services.

Mr. Dunlap reported that Debbie Penzone just got certified as a yoga master so they are looking at many services like yoga and a juice bar, etc.

Ms. De Rosa said she asked her question because if that is the approach, she sees how it might look and feel like a spa experience on the outside through landscaping and lighting but not sure how that is incorporated in the building. She said she loves the concept and asked if that edgy vibe could be given to that corner. She said she was surprised and disappointed to see the loss of the arch. She said she does not see the connectivity to the walkway and is concerned about inclement weather for the guest leaving after having a treatment. She said a spa feel is not something we have in the BSD now and could be quite cool.

Mr. Dunlap referred to the graphic that illustrates the "prom entrance". He said there is a portico on a different rendering. He said the idea is to keep people covered when they need to be covered. He said they have explored different architectural designs/styles.

Bonnie Kyle, Chute Gerdeman, 754 Éclair Ave, design architect, said Mr. Dunlap is trying to refer to the earlier renditions that were more edgy and heavy on plank wood siding. She indicated it was suggested that they were taking the intent of the BSD more literal than they needed to; they may go back to the earlier designs as they may have compromised too easily. She said they are trying to keep within what Penzone is about but still abide by the BSD Code requirements of using a certain percentage of stone, glass, and wood.

Amy Salay inquired about parking in the front yard. Ms. Burchett said it is the whole parking area that is visible from Village Parkway.

Ms. Burchett said, based on the definition of the loft building type and where the parking is locate, all of those parking spaces can be seen from Village Parkway, even screened, and would be considered to the side of the building. Ms. Salay asked if the preference was that the building be sited along Village Parkway and the parking moved to the rear.

Ms. Husak said it is not so much a preference, as it is a Code requirement. She said the proposal as is would require a Waiver.

Ms. Salay said it is a very square building, she likes the architecture, and it is edgy enough for her. She said she loves the wood and stone together and encouraged the applicant to go in that direction as it is more inviting and organic. She said looking at the building itself is one thing but considering future development that could include an academy and office building that create a campus, she is interested in how this building relates to Village Parkway because the intent of the district is for a walkable urban neighborhood. She said right now, this building is in the middle of an urban shopping center. She said

she is interested in the evolution of the site because that would influence how she feels about the proposed square building on the corner.

Mr. Meyers said the applicant realizes they are the first in the intersection. He noted to the south they have the side of Lowe's and a power substation, on the west is a detention pond with a condominium neighborhood behind that, on the north is the existing Penzone building that is in need of an update, and to the east is the back of the Dublin Shopping Center. He said they are in the forefront of creating the first impression of the gateway into the whole eastern portion of the BSD. He indicated they are trying to solidify one of the key components, which is the business components that are based here in Dublin. He restated that Penzone has been at this location for a while. He said the legacy of the building is addressing this corner at the roundabout. He said they have created a linear pocket park instead of just a row of hedges but there are high voltage power lines overhead. He asked how they can provide a landing point for pedestrians and a way to occupy the frontage on the parkway to fill the façade where we do not have building to create frontage, density, and character along that edge of the property without necessarily designing a long linear building. He said part of the effort as they see as part of the district is the unification of landscape and site elements to the architecture.

Mr. Meyers said the applicant recognizes the parking is three times what the Code allows. He said the parking and access for people in a vehicle in this area, it is just not walkable quite yet, but they are trying to get it more walkable but people are still going to drive their cars to the salon. He said if one-third of their customers are not able to come to the salon and utilize the facility the business does not survive. He said there is a challenging component to finding the sweet spot between meeting the Code but also not hindering the operations of business and a lot of analysis has gone into this. He indicated this flagship salon will probably increase business so how the parking request is quantified is through daily operations, not even considering Mother's Day weekend, weddings, or the proms. He said that will require some parking at the existing location. He said cutting parking spaces down to 30 to meet the Code would kill the business.

Bob Miller asked if there is a master plan in consideration. Mr. Myers reported nothing official or documented. He said they are having conversations about working with the existing building and how it might be updated to create a language for the whole campus and increased services would entail more buildings or expansions of buildings. He said there is nothing to show where this is all headed quite yet.

Mr. Miller said this proposal does not have a campus feel because it is a huge parking lot. He agrees with Mr. Brown and Ms. Mitchell in that the building needs to be more of a Bridge Park feel as opposed to a suburban feel.

Steve Stidhem said it would have been nice to see some of the other designs the applicant had considered. He said he likes the look of the building; the wood and stone looks great.

Mr. Miller asked Mr. Myers how he compares the design from where they started to where they are now.

Ms. Salay cautioned the Commission about using the description "more like Bridge Park" and requesting that because we do not want the applicant to look at Crawford Hoying's drawings and replicate that.

Mr. Meyers said as an architect, they are looking to meet the Code requirements but also have to look at what is developing in the BSD as a whole and meet the intent of the Code. He said the complexity of this little site is of all the stuff going on around it and some of it does not line up with the Code requirements in terms of numbers. He said this has been a challenge and that is why the ART suggested the applicant discuss the challenges with everyone who has a decision-making stake in this project.

The Vice Chair said the Commission is trying to provide good preliminary direction.

Ms. De Rosa referred to the applicant's examples presented and said her feedback is that this feels good to her for walkability, connectivity, and lighting. Mr. Meyers reported those five images were the winners of about 1,000 images that were presented to the whole design team and the Penzone organization. He said the Penzones are very particular about the aesthetic, style, and feel of this; the degree of detail in materiality and lighting; and the products of a bike rack or a planter; all are being heavily evaluated for creating an overall character and not just a character of a building that sits on a site that does not continue that same character.

Mr. Brown noted the problems with the site include the electric tower, which is a tough animal. He said the applicant is on the right track. He said the loft style does not bother him. He encouraged the applicant to consider: how this initial building would engage with Village Parkway; the master plan; what if any material changes are to be made; continuity from the new building to old as it faces Village Parkway with even some vertical elements; and ideas that are outside of the box. He said we cannot codify everything. We want to see a dynamic, exciting entrance to this whole development and knowing Mr. Penzone and the business, he is the guy to bring that. He said it is very tough to address the street in this particular situation.

Mr. Meyers referred to one of the drawings, and asked how the applicant can collaborate with Dublin for the adjoining parcel the City owns. He noted the main mass of trees and how a path could meander and connect through there. Mr. Brown said this is an element happening all over the City.

Mr. Meyers emphasized that if the applicant is only permitted 30 parking spaces per the Code, this project is probably not moving forward.

Mr. Brown referred to columns for the open space like what was seen recently in Arizona to possibly integrate the new building with the existing building and provide more parking.

Mr. Meyers said they cannot go too high because of the power lines.

Ms. De Rosa noted the 11 parking spaces at the bottom. Mr. Myers said those to the north at the right and those at the top could be made of an alternative product like a cobble paver instead of asphalt. He said it can be parked on but decreases a sea of asphalt. He said they would like to think that higher quality parking areas would mitigate a higher quantity of spaces.

Ms. De Rosa asked if the 11 parking spaces were eliminated, there is a really nice opportunity for a walking path. She suggested that if one goes to the salon to get their toes done, they will not want to walk a long way so she understands proximity to the door is important to this business.

Mr. Meyers suggested maybe instead of 11 spaces there are 5 spaces and the middle 6 are turned into a segment of the park creating a meshing of parking to the park. Ms. De Rosa indicated that could be interesting.

Mr. Miller asked what the position is of the City as this is a huge variance. Vince Papsidero agreed and we need to review the proposal to ensure we are not setting any kind of precedent knowing the intent of the District. He said a very detailed parking study is important and the Commission has to weigh the results with the overall design intent for the District. He said Staff and the ART struggled trying to get to a yes on the proposal because of the big issues to weigh such as two-story functionality of the building and the setbacks, even though we understand the site constraints.

Mr. Brown inquired about the parking lot layout and on the basis for a master plan - how this building would engage the other building in any way or would it ever. Mr. Myers responded there is a path on the west edge of the lot. He indicated they intend to have the employees park at that corporate area/existing building and leave the close proximity parking for the customers. He said if you are well to do, you are

getting dropped off so the routing of the entry drive is so the passenger side of the vehicle is at the door. He said signs and parking components are set up at the perimeter building for preferential parking at the front – accessibility, handicap, and bridal parties, etc. He said signs are not being proposed at this time as they are going through the brand re-configuration and the graphic of the brand is being considered. He indicated it is possible that branded elements might be placed on those blank walls.

Mr. Brown stated the sign code is very adaptable and there is an opportunity to win the Commission over by doing something really cool. Mr. Myer said the applicant plans on elegance.

Mr. Brown said the parking is tough because it really starts a precedent.

Ms. Salay said she is hearing the applicant say that they plan to soften the parking and that is what she is really interested in.

Ms. Mitchell asked how this is different from the suburban concept.

Ms. De Rosa referred to the floor plan. She inquired about a garden view from the large windows. She suggested there is a way to make it feel not suburban in that approach.

The Vice Chair invited public comment.

Roger Ansell, 4232 Hobbs Landing Drive West, said he is the president of the Greystone Mews Homeowner's Association. He reported they are happy to have Penzone as a neighbor. As a community, they have a concern with any kind of connection to Hobbs Landing Drive East as they do not see how that benefits anybody.

Lee Bryant, 4254 Troutbrook Drive, echoed what Mr. Ansell said. He said the future connector for those in Greystone Mews do not see a need for it and do not want it. He said they do not have an issue with the proposed parking lot if the Commission supports it. He said the Mews is in support of a stable company building out on the corner like Penzone. He said he is in favor of more walking paths that can also accommodate cyclists.

The Vice Chair asked if there was anyone else from the public that wished to speak with regard to this case. [Hearing none.]

Mr. Meyers said as they considered the overall Penzone campus, to respectfully take the network street that is part of the overall BSD master plan and have that as the ceremonial entrance to the campus and have it feed into the campus and allow a pedestrian/bicycle extension that goes to the residential neighborhood. He said this would result in connectivity of pedestrian/bicycle easy access and walkability without necessarily getting headlights of cars driving right into the front façade of someone that has enjoyed living in their condominium for a while. He said that would align with the intent of the BSD and the residents do not need to be impacted to the point it is a detriment, creating a convenience because now it is walkable.

The Vice Chair asked if this Commission would concur to have Staff and City Council re-evaluate that extension; they want to preserve the right-of-way.

Ms. Salay said when that is viewed as a building block on a map without taking the existing neighborhood into consideration, that street makes a lot of sense because it finishes a block and breaks up the long piece between the entrance to Greystone Mews on the north and Village Parkway on the south.

Mr. Meyers said his concern was the reaction of Mr. Penzone when the City is saying we want to have him develop this campus for his organization but want the right to be able to split it in half and put a road through it.

Ms. Salay said this is the conceptual street network plan.

Ms. Husak said that is why Staff posed the question. She said it probably does not take property lines into account in every instance.

Mr. Brown said there is not a road there, the other road terminates there, and the master plan design should respond to that determination.

Mr. Meyers said the Penzone master plan should fit into the BSD master plan but the entry component and connectivity and intent of what that is, is not necessarily to be able to drive a car from Village Parkway to the condominiums. He said the applicant needs to create a graphic that shows what that could be for the Commission to review.

Mr. Stidhem asked if we are considering solar panels for on top of that roof or at least wiring it so at some point we can put solar panels on top of that roof. Mr. Meyers answered yes as it is the right thing to do.

Mr. Stidhem suggested requirements for renewables need to be added to the Code.

Mr. Brown said the electric easement drives this.

The Vice Chair asked Ms. Burchett if she needed any other feedback from the Commission. She said she heard what she needed to from the questions that were provided.

Mr. Brown indicated what drives him on this whole thing is that it be a dynamic building, unique, and engage Village Parkway. He said he would like Penzone to be part of the identity for Bridge Street.

Mr. Papsidero said the street network map is really important on a larger perspective as a policy foundation for the district because the goal is to create a series of blocks and connections through. He said how it works with this application is an issue.

Ms. De Rosa reiterated she loved the whole spa approach and the idea of services that are geared toward healthiness.

Mr. Miller concluded the corner is going to be cool.

Mr. Brown concluded if there is a really cool and dynamic element, whether it fits in the current Code or Zoning, to bring it.

Ms. Mitchell agreed and said there is the Code and the BSD brand and the two have to come together in a really vibrant way.

3. Village at Coffman Park – Phase III **Post Road**
15-116AFDP **Amended Final Development Plan**

The Chair, Ms. Newell said the following application is a proposal for the development of 41 condominium units and all associated site improvements on the remaining 9.5-acres of vacant parcel as part of the Village at Coffman Park Residential Development. She said the site is south of Post Road, east of

Discovery Boulevard, and north of Wall Street. She said this is a request for review and approval of Minor Modifications to the Development Text and Amended Final Development Plan under the provisions of Zoning Code Section 153.050. She said the Commission will be required to vote on these requests separately and is the final authority on this application. She noted anyone intending to address the Commission will need to be sworn-in.

The Chair swore in anyone intending to address the Commission in regard to this case.

Logan Stang presented the aerial view of the site and said this case was reviewed informally in February, 2016. He explained the Minor Text Modification request impacts all three phases. He presented the Approved Final Development Plan from 2005.

Phase 1: 11 existing condominiums per the approved Final Development Plan (approved as 12, amended in 2007).

Phase 2: 11 condominium units, currently at the building permit stage, per the approved Final Development Plan.

Phase 3: 41 proposed condominiums per this amended Final Development Plan.

Mr. Stang presented the revised Site Plan. He stated the original approval had designated three buildings located in the northwest portion of the site for live/work units. He said the applicant has shifted the parking from the west to the east to help block the view from Discovery Boulevard. He explained the reconfiguration of the open space layout and presented the proposed benches and landscaping. He said the applicant has indicated that tree protection fencing and the majority of the trees that will be preserved are along Post Road parkland. He presented the light fixtures proposed for every unit and the requirement for providing additional street lighting has been removed.

Mr. Stang presented a photograph of the existing phase, illustrations of the proposed architecture proposed during the informal, and the revised architectural graphics showing two additional models of which there are six in total and are fairly consistent with the existing neighborhood.

Mr. Stang concluded there were two motions requested that included seven Minor Text Modifications with no conditions and an Amended Final Development Plan with nine conditions.

Mr. Stang said approval is recommended for the seven requested Minor Text Modifications:

1. To modify the development text to remove the requirement for live/work units and any and all development standards associated with this use;
2. To modify the development text to remove the rental/leasing exhibit;
3. To modify the development text to remove the requirement for street lighting;
4. To modify the development text to remove any and all references and requirements for a Post Road retention basin;
5. To modify the development text to remove any and all references and requirements to Post Road landscaping associated with the "Post Road Theme";
6. To modify the development text to address conditions of approval from previous applications; and
7. To modify the development text to address exhibit and item references throughout the text that are impacted by the previously listed modifications.

Mr. Stang said approval is recommended for the Amended Final Development Plan with nine conditions:

1) That the applicant continue to work with staff to ensure that all modifications to the text are addressed and documented;

2) That the applicant provide a window box detail and Site Plan indicating the location of window boxes for each unit;
3) That the proposed elevations adhere to the 50% stone veneer requirement for building surfaces directly facing a public or private street or courtyard, prior to submitting for building permitting;
4) That the applicant continue to work with Engineering to address all technical comments regarding location of curb ramps and site grading;
5) That the applicant continue to work with Engineering to ensure the multi-use path along Discovery Boulevard is completed per City approved plans by August 31st, 2016, unless a later date is authorized by the City Engineer;
6) That the applicant continue to work with Planning to determine if a tree replacement fee is required and if so to pay the fee-in-lieu for deficiencies prior to submitting for building permitting;
7) That any existing trees be shown on the utility and grading plans along with tree protection fencing;
8) That the applicant provide a summary on the landscaping plan indicating that the proposed tree and corresponding requirement it addresses; and
9) That the applicant make any minor technical adjustments to the landscape plans prior to submitting for building permitting.

Bob Miller asked what the "Post Road Theme" was since he was being asked to vote on that text modification. Mr. Stang explained there was a certain type of landscaping proposed all along Post Road but the theme never came to fruition due to multiple changes to the adjacent properties.

Ms. Newell stated a few gazebos were constructed along Post Road.

Mr. Stang noted the pump house that will have additional landscaping around it.

The Chair invited the applicant to come forward.

Gary Smith, G2 Planning Design, 720 E. Broad Street, Columbus, Ohio, said he is representing the applicant, Romanelli & Hughes. He indicated a lot of great feedback was received at the Informal Review and made corresponding changes. He stated the applicant agrees to all of the conditions.

The Chair invited public comment.

Ron Hall, 6014 Kenzie Lane, said he is president of the Homeowner's Association and in favor of this application.

Chris Cline, 6060 Post Road, said he and his wife are present as they are impacted by this development; they lived in the area since 1980. He indicated he is also in favor of this development.

The Chair invited further public comment. [Hearing none.]

Amy Salay thanked the applicant for including the residents in the process.

Motion and Vote
Ms. Newell moved, Ms. Mitchell seconded, to approve the seven requested Minor Text Modifications as presented. The vote was as follows: Mr. Miller, yes; Ms. Salay, yes; Mr. Stidhem, yes; Mr. Brown, yes; Ms. De Rosa, yes; Ms. Mitchell, yes; and Ms. Newell, yes. (Approved 7 – 0)

Motion and Vote
The Chair asked the applicant if they were in agreement with the nine conditions to the Amended Final Development Plan. The applicant answered they agreed to the conditions.

Ms. Newell moved, Ms. Mitchell seconded, to approve the Amended Final Development Plan with the nine stated conditions. The vote was as follows: Mr. Brown, yes; Mr. Stidhem, yes; Mr. Miller, yes; Ms. De Rosa, yes; Ms. Salay, yes; Ms. Mitchell, yes; and Ms. Newell, yes. (Approved 7 – 0)

4. Perimeter West PCD, Subarea 1 – Kumon Math and Reading Center of Dublin Avery
16-016AFDP/CU 6860 C Perimeter Drive
Amended Final Development Plan/Conditional Use

Motion and Vote
Ms. Newell moved, Mr. Brown seconded, to approve the Kumon Learning Center Minor Text Modification. The vote was as follows: Mr. Stidhem, yes; Ms. Salay, yes; Ms. De Rosa, yes; Ms. Mitchell, yes; Mr. Miller, yes; Mr. Brown, yes; and Ms. Newell, yes. (Approved 7 – 0)

Motion and Vote
Ms. Newell moved, Mr. Brown seconded, to approve the Kumon Learning Center Amended Final Development Plan. The vote was as follows: Ms. Mitchell, yes; Ms. De Rosa, yes; Ms. Salay, yes; Mr. Stidhem, yes; Mr. Miller, yes; Mr. Brown, yes; and Ms. Newell, yes. (Approved 7 – 0)

Motion and Vote
Ms. Newell moved, Ms. De Rosa seconded, to approve the Kumon Learning Center Conditional Use. The vote was as follows: Ms. Salay, yes; Mr. Brown, yes; Mr. Stidhem, yes; Mr. Miller, yes; Ms. Mitchell, yes; Ms. De Rosa, yes; and Ms. Newell, yes. (Approved 7 – 0)

Communications
Claudia Husak thanked Lori Burchett for holding down the office when all the rest of the Planners attended the APA Conference in Arizona.

Cathy De Rosa asked if what was learned at the APA Conference could be discussed to determine what was applicable here.

Amy Salay suggested that City Council be included in that discussion. She said she was interested in what Planners took away from the conference as they were able to attend some activities that she did not attend.

Chris Brown said he would also like to talk about the art work, pocket parks, and signs that were there in Arizona as he took a lot of photographs.

Mr. Brown adjourned the meeting at 10:42 p.m.

As approved by the Planning and Zoning Commission on May 5, 2016.