



MEETING MINUTES

Planning & Zoning Commission

Thursday, November 3, 2022

CALL TO ORDER

Ms. Call, Chair, called the meeting to order at 6:30 p.m. and welcomed everyone to the November 3, 2022 Planning and Zoning Commission meeting. She stated that the meeting also can be accessed at the City's website. Public comments on the cases were welcome from meeting attendees and from those viewing at the City's website.

PLEDGE OF ALLEGIANCE

Ms. Call led the Pledge of Allegiance.

ROLL CALL

Commission members present: Rebecca Call, Lance Schneier, Kathy Harter, Mark Supelak, Jamey Chinnock, Kim Way

Commission members absent: Warren Fishman

Staff members present: Jennifer Rauch, Thaddeus Boggs, Zachary Hounshell, Sarah Holt, Michael Hendershot, Heidi Rose, Tina Wawzkiewicz

ACCEPTANCE OF DOCUMENTS

Mr. Supelak moved, Mr. Way seconded acceptance of the documents into the record and approval of the minutes from 10-06-22.

Vote: Ms. Harter, yes; Mr. Schneier, yes; Ms. Call, yes; Mr. Way, yes; Mr. Supelak, yes; Mr. Chinnock, yes.

[Motion approved 6-0.]

Ms. Call stated that the Planning and Zoning Commission is an advisory board to City Council when rezoning and platting of property are under consideration. In such cases, City Council will receive recommendations from the Commission. In other cases, the Commission has the final decision-making responsibility. Anyone who intends to address the Commission on administrative cases must be sworn in. Ms. Call swore in meeting attendees intending to provide testimony on the cases on the agenda.

INFORMAL REVIEW CASES

[Mr. Supelak recused himself from the following case.]

1. Dublin Metroplace at 600 Metro Place North, 22-148CP, Concept Plan

A request for construction of a five-story building consisting of: ±160 residential units; 7,380 square feet of residential amenities; a 4,350-square-foot commercial space; 220 parking spaces; and associated site improvements. The 6.32-acre site is zoned Planned Unit Development and is located northwest of the intersection of Metro Place North and Upper Metro Place.

Staff Presentation

Background

Mr. Hounshell stated that this is a Concept Plan proposal for a Dublin Metro Place multi-family proposal. A Concept Plan is the first step in the review process, and presents an opportunity for non-binding feedback. Before the development could proceed, approval of a rezoning and preliminary development would be necessary. The 6.32-acre site is zoned Planned Unit Development – Waterford Village. This PUD does not have development text standards, so it reverts to the standards of a Suburban Office District. In this district, residential development is not a permitted use; hence, the reason for a future rezoning for this site. The site originally held an event center, which was attached to the DoubleTree Hotel; that structure was removed from the site last year. The site is currently included with the DoubleTree by Hilton parcel to the west, which in total is 10.7 acres. The applicant does intend to split the lot for the development of the project. Presently, this portion of the site is undeveloped with the I-270 off-ramp to the north, office buildings to the east, a hotel to the west, and Metro Place N to the south. The site is wholly contemplated within the Dublin Corporate Special Area Plan (DCAP). The site lies within the MUR1 Metro Blazer subdistrict. The intent of this area is to revitalize an aging legacy office park. Many of the offices here were built in the 1970s and are in need of rejuvenation. The goal of this subdistrict is to encourage a variety of new uses, with amenities for employees in the district, hotel visitors and residents. Any proposed redevelopments would utilize open spaces as focal points and usable amenities, and support ancillary uses, such as residential, retail and commercial to support the office district. Appropriate uses include office, residential infill on key sites as a secondary use to office, and neighborhood commercial along Frantz Road, density not to exceed 20,000 sf/acre. There have been several previous PZC and City Council discussions at which concerns have been expressed regarding permitting residential developments within proximity to I-270.

Proposed Site Plan

The applicant is proposing the construction of a five-story, multi-family apartment building consisting of approximately 160 residential units, 7,380 square feet of residential amenities, 4,350 square feet of commercial space, 220 parking spaces and associated site improvements. The density would be approximately 47 dwelling units/acre. The building will have a restaurant on the first floor along the access drive on the south side of the site, and there will be a 220-parking space lot at the rear of the site. This will create opportunities for cross access with the DoubleTree Hilton hotel. The following questions have been provided to the Commission for discussion:

- 1) Is the Commission supportive of the proposed multi-family use?
- 2) Is the Commission supportive of the conceptual site layout?
- 3) Is the Commission supportive of the conceptual architectural character, including the buildings' mass and height?

Applicant Presentation

Aaron Underhill, attorney for the applicant, Underhill and Hodge, 8000 Walton, Upper Albany, OH stated that Borror Development is the developer of the proposed project. They have been working approximately 1.5 years to identify the right design and layout for the site and capitalize upon

some of the items the DCAP is seeking to accomplish in this area. They are partnering with the DoubleTree site owners on this infill project. Repurposing existing office buildings for this type of use is very difficult; however, creating a critical mass of residents in the area will help achieve the other DCAP goals for this area, including a mix of uses, such as restaurants and entertainment. For several years, there has been discussion about having a new district that would accommodate redevelopment in this area, perhaps similar to the Bridge Street Code; that has not yet occurred. In the meantime, planned unit developments were anticipated. They will be submitting a plan for a planned unit development; a concept plan is the first step. The hotel will be included in the PUD.

Jeff Fontayne, president, Borrer Development, 7551 Balfour Circle, Dublin, OH stated that for the last 10 years, the company has been focusing on urban infill, multi-family, mid-rise, mixed-use developments throughout Columbus. Historically, this has not been a type of product developed in the Dublin community; however, it has been successful in other communities. The plans for the DCAP area present an opportunity for this boutique type of development.

Brad Parrish, architect, Archall Architects, 49 E. Third, Columbus, OH stated that the site presents unique challenges as the attempt is to fit with the surrounding office developments. That has, however, been the catalyst for their design. They understand Dublin's desires in regard to residential developments near the highway not having balconies, and residential-scale windows along the freeway. They have created building elevations with an office scale that encompasses the 2-floor banding of the units on the 5-story building. They have located the building close to Metro Place North, so that the restaurant use on the corner, as well as the amenity space, could have an interactive space in front, thereby activating the sidewalks for future projects within this area. The balconies on the units will be internal where that amenity space is located. All of the outside elevations that front I-270 will be a residential/office scale with larger windows. The building materials will be stucco and fiber cement with metal accents and railings.

Commission Questions

Mr. Schneier inquired if the applicant had considered either not doing residential here or moving the residential to a different location on this site, or if it was their position that this is best option for this site.

Mr. Fontayne responded that it is the latter. They have evaluated existing uses in the office park, there is ample use of the existing structures and their availability. They believe there is a need for a housing product in this location and evaluated that from both a market absorption perspective and highest/best use perspective. They evaluated several site designs and have optimized a deliverable product of acceptable scale and density, yet with sufficient concentration of mass to bring the desired amount of cross functional activity within the community. They have attempted to orient the building footprint slightly away from the highway, understanding the Commission's concerns.

Mr. Way inquired if the PUD would include the hotel site, as well as this site.

Mr. Underhill responded that it would include the hotel. If they were to rezone only the piece that is intended for redevelopment, and not the adjacent site, it would create some legal nonconformities with setbacks. The intent, however, is not to add uses on the hotel site but to capture the existing conditions.

Mr. Way inquired if there are any plans for the hotel to change in the near future, or is it expected to remain as a hotel for some time, even though it would be included in the proposed PUD.

Mr. Underhill responded that it would remain a hotel.

Mr. Chinnock inquired if staff had looked at the greenspace percentage in comparison with what is required.

Mr. Hounshell responded that evaluation has not been done at this stage, but it would be with the anticipated PUD application. The requirements for this type of development are different than for a residential development.

Mr. Chinnock inquired if the applicant had considered a parking garage on this site.

Mr. Underhill responded that it has been studied. Parking garages are costly, so surface parking has been proposed. While the density seems high, the unit count of 160 is not particularly high for an apartment development.

Ms. Harter stated that floor-to-ceiling windows are proposed. Are there any concerns about the traffic noise intrusion from I-270?

Mr. Parrish responded that they would study the specifications for the windows that will be selected for the project.

Ms. Harter inquired if the foliage depicted on the drawing would be the view of the site from I-270.

Mr. Parrish responded that the view from the bridge over I-270 would be the most concerning corner.

Ms. Harter inquired if all the apartments would be the same, or would some of the apartments have more inviting views than those on the first floor.

Mr. Parrish responded that the units stack vertically; however, a few of the upper units have more glass exposed to the highway.

Ms. Harter inquired if a tenant would pay more for a top unit.

Mr. Fontayne responded that dynamic pricing is typical based on first floor versus top floor units, and northwest versus southeast-facing views.

Ms. Harter responded that the windows on units located near highways often are impacted by a film of debris from the highway. Are there concerns about the maintenance of windows on the highway-facing elevation.

Mr. Parrish responded that they have not experienced any issue with that type of situation; however, general window maintenance should address the issue adequately.

Mr. Fontayne stated that a quality window would be used. Borrer will be the owner/operator. Their existing infill developments in locations that are adjacent to businesses producing exhaust or other output do not have any issues. Regularly scheduled maintenance addresses the exterior elements.

Ms. Call inquired if there were other properties in the Metro Place area that were considered for a multi-use redevelopment.

Mr. Fontayne responded that this was a unique opportunity for a strategic partnership of two parties with aligned visions. The Witness Group are the current owners of the hotel and intend to remain on the site long-term.

Ms. Call inquired if Borrer's long-term vision is to expand the footprint of their residential developments within the City.

Mr. Fontayne responded that they would like to do so. They have looked at other properties, but are selective in their site choices. They typically do not do large-scale repeatable projects, but have a more boutique focus in infill locations.

Public Comment

No public comments were received.

Commission Discussion

Ms. Call stated that this is a non-action Concept Plan. The applicant is seeking feedback on the proposed project. She asked Commissioners to comment on the 3 questions provided by staff.

- 1) Is the Commission supportive of the proposed multi-family use?
- 2) Is the Commission supportive of the conceptual site layout?
- 3) Is the Commission supportive of the conceptual architectural character, including the buildings' mass and height?

Mr. Schneier stated that he believes that this is the type of project needed in Metro Center, but the issue is that the residential is facing I-270. He appreciates their efforts to screen it. If they could reorient the residential so that it was not facing I-270, he would be supportive of the project. In summary, he is not supportive of a multi-family use in this particular location.

Mr. Way thanked the applicant for bringing forward a residential proposal for Metro Place. The City is interested in redevelopment of the 1980s suburban office park to a mixed-use area. The Commission understands the challenge in working within the existing parameters. Currently, there is no Master Plan for Metro Place. Having residential face the internal loop street makes sense, but the edge of it that is facing the highway is an issue. Dublin has a special edge that presents a good image for the City. Further to the south lies residential and accompanying sound barriers. That is always a fear when a city builds residential next to a highway. He believes there is a strategy and approach for Metro Place that would achieve everyone's goals. Perhaps adding a building that faced the I-270 off ramp that was a different use between the residential and the highway would be a possibility. However, locating residential in this location, surrounded by surface parking is an issue. He believes there is an opportunity for mixed use, but he urges the applicant to think more creatively about how the site could be developed.

Ms. Harter stated that she also has a difficult time with the proposal to locate residential next to I-270.

Mr. Chinnock stated that he agrees with fellow Commissioners' comments. While we are supportive of this type of development in Metro Place, the location facing the highway is an issue. If the Commission were to be supportive of residential here, it would need to be very special.

Ms. Call stated that perhaps it would be possible to add a for-rent, hourly office or amenity space, between the residential use and the highway. The multi-use building is beautiful. Adding a live-work-shop-play concept in this area is needed. However, the direction of City Council, which the Commission abides by, is that residential uses along the highway are not acceptable. Due to the light and noise pollution, the City has been framed well by placing Class A office development along the frontage. The City does not have sound barriers; it is pleasant to drive into the City of Dublin.

Ms. Call inquired if Mr. Underhill would like the Commission to comment on the other two questions. Mr. Underhill referred to the comment about placing something between the residential and the interstate. Would that need to be of the same size and scale as this, or something to partially block the view of the residential building?

Ms. Call clarified that Commission can only make a rezoning recommendation to City Council, but it is ultimately Council's decision. The proposed building would not look residential from the I-270

corridor; however, the portion of the building closest to I-270 is currently residential. For the Commission to consider a horizontal and vertical mixed use here, the component most adjacent to I-270 must be non-residential.

Mr. Schneier stated that the position of Council and PZC is not to have residential facing the interstate. To him, it is more subjective, looking at other elements such as a buffer and a different site plan.

Mr. Fontayne inquired the Commission's thoughts regarding the proposed massing and density and height.

Ms. Call stated that since what is proposed has the residential component along I-270, it is difficult for the Commission to give feedback regarding the potential for more height.

Mr. Chinnock stated that if the next iteration were to propose more height, there must be more articulation of the building.

Mr. Way stated that he is able to support more density, if there is the right mix of uses. From the loop road to the highway, the parcel is 400 feet deep. In a conventional development, it is possible to put residential on one side, and commercial on the other side. It would create a mixed-use block. This site could be the start of that block, which in the future could be expanded. That is the type of development pattern the Commission could consider for Metro Center.

Mr. Fontayne requested more clarification of the "sense of specialness" to which one Commissioner referred.

Mr. Chinnock responded that the development still needs to feel residential, not like another office building. There should be outdoor greenspace and amenities for the residents.

The applicant thanked the Commission for their feedback.

[Mr. Supelak returned to the meeting.]

2. CMR/CH Hotel and Condominiums at PIDs: 273-012909 & 273-008269, 22-152INF, Informal Case Review

A request for informal review of a proposed construction of a ten-story condominium building, a seven-story hotel and an event center over a two-story, podium building for parking with building amenities and a pedestrian bridge. The 2.85-acre site is zoned Bridge Street District, Scioto River Neighborhood, and is located southeast of the roundabout at Riverside Drive and W. Dublin-Granville Road.

Staff Presentation

Mr. Hounshell stated this is a request for an informal review of a hotel and condominium project at the intersection of West Dublin-Granville Road and Riverside Drive. An Informal Review is an optional step in the Bridge Street District; the Concept Plan is the first step. The difference between the two concept plans is that a concept plan with this project would require a recommendation to City Council for determination. Tonight, the informal review is seeking feedback to guide the applicant as they move forward with the project. This 2.85-acre site was rezoned in March 2022 from commercial to BSD – Scioto River Neighborhood to accommodate the proposed development. This site is located west of The Shoppes of River Ridge and south of Bridge Park, across the street of West Dublin-Granville Road. The northern half of the site, adjacent to the roundabout of Riverside Drive and W. Dublin-Granville Road, is vacant, with minimal vegetation on site. The

southern half of the site includes a retention pond designed to provide stormwater management for the Shoppes at River Ridge to the east. Removal of the pond would require additional analysis regarding stormwater management for this site and adjacent sites in which compliance with stormwater management requirements will need to be demonstrated in accordance with Chapter 53 of the City of Dublin Codified Ordinances. Adjacent to the site, both Riverside Drive and W. Dublin-Granville Road are designated as Corridor Connectors and Principal Frontage Streets (PFS). Vehicular access is not permitted from Corridor Connector streets, if a suitable alternative access location is available. The applicant is proposing access to the east, connecting to the future street extension of Dale Drive. Dale Drive is projected as a future neighborhood street that will connect to a future extension of Stoneridge Lane to the east of the site. The site has been Scioto River Neighborhood District, which calls for a mix of land uses. The site is subject to a gateway requirement due to its location at the intersection of SR161 and Riverside Drive. The applicant is proposing a building complex that includes multiple forms and heights, connected by a central concourse level that will be constructed above the podium parking. The site includes a 9-story condominium in the northern portion of the complex, a 7-story hotel with amenity roof located centrally in the complex, and a 2-story event center in the southern portion of the complex. All of the buildings are connected by a central concourse, which acts as a lobby to access all of the uses. The residents of the condominium will have a separate entrance into the parking garage below the structure, which is on the north side of the site. The loading and service bay is accessed on the southern portion of the site through a ramp. Currently, the proposal does not show a connection to the existing pedestrian infrastructure along Riverside Drive or W. Dublin-Granville Road. The applicant is proposing a new pedestrian bridge in the northeast corner of the site, crossing W. Dublin-Granville Road. The pedestrian bridge is accessed on site through a proposed terrace to the east of the condominium tower, before crossing W. Dublin-Granville Road to connect to Bridge Park on the north side of the street. The pedestrian bridge is a type of facility that is not contemplated in our Code, and would require additional discussion with staff, if the opportunity were pursued. The City is in the introductory stages of conducting a streetscape corridor study along W. Dublin-Granville Road to identify opportunities to make the W. Dublin-Granville Road Corridor more pedestrian friendly. The applicant has not provided building types for the proposed development. However, the maximum story height permitted in the Bridge Street District is 6 stories (Corridor Building).

Staff has provided the following questions to guide the Commission's discussion:

- 1) Is the Commission supportive of the proposed uses and general site layout of the development?
- 2) Is the Commission supportive of the proposed massing of the mixed-use building?
- 3) Is the Commission supportive of the proposed vehicular and pedestrian access for the site?

Commission Questions

Mr. Chinnock inquired if the curved access drive into the site is due to the topography. Mr. Hounshell responded affirmatively. There is a significant grade change between this site and the Shoppes of River Ridge, as well as Wendy's on the north.

Ms. Call requested Mr. Hendershot to comment on whether Engineering would permit additional access is such proximity to the roundabout.

Mr. Hendershot responded that with both Riverside Drive and SR161 being Principal Frontage Streets, Engineering would not permit direct access from those two streets.

Mr. Way stated that to the south of the roundabout the character of Riverside Drive changes. There is significant connectivity from Bridge Park across Riverside Drive to the Riverside Park. Is there any provision for pedestrian access to the river on the south side of the roundabout, particularly to Kiwanis Park, where the Nature Conservancy Center is located? Is pedestrian access to the river not available from this site?

Ms. Rauch stated that the scope of the SR161 streetscape study is being identified, but it is intended to look only at the SR161 frontage. Pedestrian connectivity happens only at the roundabout.

Ms. Wawzkiewicz stated that there are pedestrian crossings at the roundabout on the east and north legs, but not on the south leg. There is a signalized crossing at Dale Drive, and the pedestrian access under the SR161 bridge adjacent to the one travel lane provides access to the river.

Mr. Way stated that this site, then, would not have any opportunities to access the river. How far will the study of the SR161 streetscape extend?

Ms. Wawzkiewicz responded that staff is determining the limits of that study; currently, it extends to SR161 between Riverside Drive and Sawmill Road.

Mr. Supelak inquired about current building height restrictions in the area extending south to Riverside Drive, inclusive of current buildings and the Shoppes of River Ridge parcel.

Mr. Hounshell responded that the Shoppes of River Ridge was included in the recent rezoning for this site, so it would fall within the purview of the Scioto River Neighborhood zoning. Any redevelopment there would be subject to the same requirements as this parcel. This site is the southern boundary of the Bridge Street District. The properties south of it are zoned Community Commercial height restrictions, which he believes is 35 feet; he can verify that for them later. The tallest building permitted on this site is a corridor building with a maximum height of 6 stories. That height is not permitted south of the site.

Mr. Way inquired if there were any restrictions for extending a pedestrian bridge across SR161.

Mr. Hounshell responded that a pedestrian bridge is not a facility considered in the Bridge Street District. It would require a discussion with Planning, Engineering and the Transportation and Mobility staff, as the City has no current standards applicable to that type of facility. If proposed, it would require approval of the Commission and City Council.

Mr. Way inquired if there were highway or state regulations that would be prohibit that consideration.

Mr. Hounshell responded that he would look into that and report back to the Commission.

Ms. Call inquired if there have been any preliminary staff discussion concerning safety considerations for pedestrian crossings at this intersection.

Ms. Rauch responded that the SR161 streetscape study is looking at improving the pedestrian crossing safety within this corridor.

Applicant Presentation

Russell Hunter, Crawford Hoying, 6640 Riverside Drive, Dublin, OH stated that he has been with Crawford Hoying since the beginning of Bridge Park. This is a unique partnership. The hotel is a Cameron Mitchell hotel, the first of its kind. They have been interested in an opportunity to do

something like this with them for quite some time. They have looked at a variety of sites, which have not worked; then, they realized that they had this site in hand for which there were no current plans, due to the site access difficulties related to the intersections at Riverside and at Dale and SR161. Earlier this year, they reached out to American Structure Points, the engineers who constructed the roundabout, regarding providing vehicular access to the site. Their response was that the roundabout could not be engineered in such a way that it would be safe. They were also asked about the feasibility of a pedestrian bridge, due to the grade issues. They studied the possible extension of a pedestrian bridge from the west side of the existing Wendy's restaurant to the other side of the street, landing east of the office building at the one-way extension of Mooney Street. That would no longer be vehicular, but would become the ramp up to a potential pedestrian bridge, providing a north-south connection between Bridge Park and River Ridge. They have conducted a drone study comparing the potential height impact on nearby residential communities. They believe the height of the building would not have an impact, but will be conducting a second follow-up drone study, using additional information that is now available regarding the proposed development.

Chris Meyers, architect, Meyers & Associates, 232 N. Third Street, Columbus, OH stated that at this point, they are thinking about site planning, uses, programs and budgets; they have not yet designed the architecture. The Commission's input on the proposed uses, massing and pedestrian connectivity will help shape the project. It is a mixed-use development, including a hotel tower, a condominium tower, a shared concourse space with restaurants and a parking structure beneath, and an events space. The hotel will be a Cameron Mitchell brand hotel. That brand development is underway right now. [Mr. Meyers provided information on brand hotels.] This will be a premier hotel, not only for Dublin and central Ohio, but also in this part of the country. When a hotel project such as this is married with a condominium development, the condominium owners have hospitality services from the hotel. The condominium segment will provide 21-24 units in the building, approximately 2,800-6,000 square feet. There is a wide range of custom-design condominiums. In the proposed position, it will have independent parking, a shared lobby space and a concierge-level entry for the condominium portion of the building, as well. There will also be an event space which will encompass approximately 16,000 square feet, including supportive spaces, banquet kitchen, back of house storage, and an 8,000-square foot event space. This space will work in concert with The Exchange, also in Bridge Park and managed by the Cameron Mitchell organization. There will be approximately 3 restaurants, including one signature restaurant, comparable to Cameron's Ocean Prime, a more casual restaurant, and a cocktail lounge. To support all of the area, a parking strategy has been developed, which will place all of the parking for this building underground. From the shopping center to Riverside Drive is a 31-foot grade change. In that grade change, they will be able to embed all of the parking and service points, creating a podium on which the hotel and condominiums will sit. Approximately 350 parking spaces will be provided, including private parking garages for the condominium owners, space for valet service for the events and restaurants. The service court for deliveries and trash pickup will be placed beneath the event center. The hotel will include an amenity function, such as a high-end spa and rooftop pool. For this type of site, it is necessary to partner with the best, so their team includes EMH&T and MKSK. Their expertise and thorough knowledge of many items, such as road engineering, stormwater and landscaping requirements within this immediate area will be invaluable in creating an extension of a very successful part of the City.

He presented a massing model of the project. The massing of the building is in context with the surrounding relevant items that guide the position, size, height and scale of the building forms on the site. The proposed event space will be located on the southernmost portion of the site. The

height of the existing Montgomery Inn structure on the site, which will be eliminated, is 48 feet. It sits on top of a hill that is 31 feet above Riverside Drive, for a combined height of 79 feet above Riverside Drive. The base-line height referenced for all the proposed structures is Riverside Drive. In comparison to the combined height of 79 feet for the Montgomery Inn, the height of the proposed event space is 50 feet above Riverside Drive, almost 30 feet lower than the Montgomery Inn. The bar and amenity space located on the 7th level of the hotel tower will be 100 feet above Riverside Drive. The condominium tower is 132-135 feet above Riverside Drive. For reference, the AC Hotel across the street, the tallest building in Bridge Park, is 120 feet above Riverside Drive. The zoning for this site permits only 6 stories, so a height waiver would be needed to permit that 7th level on the hotel. The condominium tower has been separated from the hotel tower with a slot between, from which the view of the area can be seen. They have attempted to provide great views and vistas. The restaurant will be a 2-story space. From the entrance on the mezzanine level, customers will be able to look down into the dining room. Vehicles would access the site from West Dublin-Granville Road via a boulevard entry at the existing Dale Drive curbcut, passing first the condominium entrance, then the hotel-restaurant entrance, and further down, the drop-off entrance of the events space. Most of the parking will be valet. The garage will be comprised of three levels. The 20-24 condominium property owners will have direct access to their own parking area within the garage. The access and service points to all of the shops inside the existing Center will continue to have the same route as exists today, though it may be enhanced. A pedestrian bridge over West Dublin-Granville is anticipated and an enhanced streetscape with multiple sidewalk connections to the site. A winding, ADA-compliant pedestrian path is included on the site. He is available to answer questions.

Commission Questions

Mr. Chinnock inquired about the vision for the terraces and for screening the parking along the lower level along Riverside Drive.

Mr. Meyers responded that he would respond first to the terrace question. There are different levels that come off the hotel lobby and at the signature restaurant, at mid-level and below. For anyone unfamiliar with navigating the roundabout, it can be dangerous, and they do not want to add to that by placing a distraction at street level. Additionally, the view for the dining experience and from the hotel lobby is at a better vantage point – a view over the cars to the park and the river. In recent years, it has been discovered that hotel and restaurant customers want to have great hospitality, service and the option to be outside. The Cameron Mitchell team develops indoor-outdoor spaces with their restaurants. In regard to the second question, the Riverside Drive elevation will be very important. They are attempting to create a landscape that will embed all of the parking, so that none of the parking is visible. They will use tiers and paths in a designed landscape that serves as a screen for the garage.

Mr. Chinnock inquired if their study of the prospective vehicle navigation onsite included a study of turning radiuses.

Mr. Meyers responded that they are starting that study. EMH&T has looked at the winding curves and will be conducting a traffic study of uses and counts in a larger context.

Mr. Chinnock inquired if the main corridor of the Shoppes of River Ridge would need to be widened.

Mr. Meyers responded that there is a current drive that will experience some adaptations, but there will also be a new, wider drive.

Ms. Harter stated that there will be some shared uses with the condominium residents. What are the associated safety measures that will be in place for the hotel patrons and condominium residents?

Mr. Meyers responded that a Marriott autograph series has the same safety measures in place as the Marriott Ritz Hotels & Residences. The front desk will be positioned in a manner to be able to control access points to the vertical circulation – elevators and stairs. In addition to key cards and building security, there is a concierge desk for the condominium building. The condominium parking level has a direct elevator to that tower. The shared amenities is a nice, marketable component for the condominiums. Those property owners will have access to the spa, aquatic and fitness area and likely an enhanced opportunity for the restaurants and cocktail lounge.

Mr. Way inquired about the anticipated plans for the Montgomery Inn site.

Mr. Meyers responded that the Montgomery Inn has sat empty for a number of years; they have been unable to lease it for a number of reasons. The structure will be demolished. They want to do something complementary to the new development. It is likely to be a 4-5-story residential project. The intent is that it all be built at the same time; so they could return with another Informal Review request, or they might have something at the Concept Plan stage.

Mr. Way stated that there is a very quirky connection from Riverside Drive up to the Shoppes of River Ridge site, which does not exist in the proposed plan. Is there any plan to create a pedestrian connection from the sidewalk and Riverside Drive up to the shops?

Mr. Hunter responded that there is, but they would like to make it extend to the north side of the site to where there appears to be opportunity for a small pedestrian park in the motor court area at the front.

Mr. Way stated that the residents to the south of the site on Riverside Drive have been using the current path connection, so will need to have a pedestrian path connection.

Mr. Meyers responded that they anticipate providing a pedestrian connection for those residents to the south that extends through this site, rather than around it.

Mr. Way inquired if the pedestrian bridge would be a bicycle connection, as well.

Mr. Hunter responded that Structure Point studied it as a multi-use connector. The bridge is a great idea, but it is only visionary at this point. Much more study would be needed, including the financial component. It may require financial partnership with the City. With the support of the City, they would like to wrap this into the multiuse path that extends to Martin Road, then picks up in front of Friendship Village. That would complete the connection.

Mr. Way stated that would be great, as presently, it is a missing connection.

Mr. Call stated that, as has been mentioned, the Riverside roundabout is challenging. Have they studied the possibility of locating a pedestrian tunnel further to the east, rather than an at-surface pedestrian crossing, that would add further distraction to roundabout traffic?

Mr. Hunter responded that it was not part of the study. The Structure Point study was very limited in scope. However, they would be amenable to that. A safe pedestrian path across SR161 is needed, but it does not need to be a bridge. There are too many lanes on that roadway, and there is nothing that can be accomplished on the surface level to provide a safe crossing; therefore, it is necessary to add the pedestrian connection over or under the roadway. It will need to be studied.

Mr. Schneier stated that because this is a gateway into the District, something visible is desired, but for driving safety within the roundabout, it cannot be too visible. He requested clarification of the view.

Mr. Meyers described the anticipated view of the development from the Riverside Drive roundabout. There will be a significant amount of collaboration between engineering and landscape design.

Mr. Schneier stated that a pedestrian walkway exists on the north side of the roundabout, but it is actually not very pedestrian-friendly. If a pedestrian walkway across the roundabout were to be added on the south side, at what level and access points?

Mr. Meyers stated that it would not be just a sidewalk. They need to create a strong pathway that ties into the existing network. It may involve adding steps or slopes. Their intent is to add the critical connections across the street to Bridge Park and to the park. The existing crosswalks on SR161, particularly those closest to the roundabout, are not very safe. For this reason, a pedestrian bridge or perhaps a tunnel needs to be studied. The developer of this proposed project is the developer of Bridge Park; they want a strong connection between the two sites. The pedestrian connections further east, west or north are safer, as drivers are not focusing on maneuvering the roundabout.

Mr. Supelak inquired if the underground parking garage would extend only beneath the building footprint.

Mr. Meyers responded that the porte cochere, motor court and the drop-off would be located on the lid of the garage.

Mr. Supelak inquired if the garage would extend to the parcel line.

Mr. Meyers responded affirmatively. The garage will accommodate 350 cars.

Mr. Supelak responded that this is a complicated site, and he appreciates what they are trying to mitigate with elements such as stepping the massing, terracing, strategic voids, etc.

Ms. Harter inquired about the drone study.

Mr. Hunters described the study, which used GPS. Half dozen people were present, including a few Martin Place residents. They have had two meetings with the area residents. After the drone height study, they are pretty confident that none of this development will be seen from the Martin Place residences. However, they will be conducting a second drone study, now that they have the benefit of proposed building heights.

Mr. Supelak stated that they have indicated the intent to add robust landscaping along Riverside Drive and the roundabout side, extending up to at least the first level of the terrace. However, there are no details regarding hardscape versus greenscape or hillside stepping.

Mr. Meyers responded that they have not been able to identify those details at this early stage.

Public Comments

Ms. Rauch read the following public comments received via email into the record.

Dan Kendall, 6725 Hobbs Landing Drive E., Dublin:

"As a bicyclist, I appreciate the pedestrian bridge to Bridge Park. Please adopt a slope and width, which will accommodate all modes of non-vehicular transportation. Please integrate it into the existing public multi-use trail and sidewalks, north and south of E. Dublin-Granville Road. While the roundabout keeps vehicle traffic flowing, the roundabout is literally a safety barrier to non-vehicular traffic. While the height necessary for a better bridge seems challenging, the grade up to and east

of Wendy's Restaurant and the Acura dealer could provide creative opportunities. Please expand this bridge from a hotel amenity to a neighborhood amenity. It will open up your property and the Shoppes at River Ridge to casual explorations by Bridge Park visitors."

Tony Kirchner, 3275 Lily Mar Ct., Dublin:

"As a nearby resident of the proposed site, I am certainly interested in seeing this vacant land be developed. I would like to be sure several important concerns are addressed. Starting with the positive, besides putting a vacant lot to great use, the addition of a pedestrian bridge crossing SR161 without navigating a roundabout is a terrific and necessary part of the project. I would assume it would be accessible to the public, not just residents and guests, and be bike, stroller and wheelchair accessible and friendly. I also hope this will help to revitalize the surrounding Shoppes at River Ridge, specifically the Montgomery Inn site, which has been vacant for far too long. Some concerns I have will hopefully be considered and addressed: the height of the building, specifically the condo structure, I hope will not be so great as to loom over the neighborhoods to the south, such as Sunnydale Estates. I am also concerned about the increased traffic making the intersection of Martin Road and Riverside Drive even more problematic than it currently is. I would hope that the City Code would require that the retention pond that would need to be removed is studied, and no issues would be caused as a result. I am also curious about the demand for hotels in this area, with several already operating in the area, and another planned on the north side of Bridge Park, the Indus project. I am curious if the demand for hotels and event space in this area justifies this."

Additional comment by Mr. Kirchner:

"In my previous comment, I had missed the statement in the staff report that the bridge would not be connected to the existing pedestrian network. To me, that is a complete non-starter. This type of gatekeeping accomplishes the opposite of making the district a walkable and pedestrian-friendly environment, which is supposed to be one of the district's primary objectives. I hope this project can move forward and include a pedestrian bridge or tunnel that is accessible to all. It would be a shame to include one that only serves this specific development."

Hilary Kirchner, 6400 Braxmoor Place, Dublin:

"My family lives around the corner from the proposed condo and hotel complex, and we regularly use the roads, walkways and adjoining commercial areas. We really like the idea of a pedestrian bridge over Dublin-Granville Road and hope that pedestrian bridges are added across SR161 and Riverside Drive, regardless of what happens with this case. We also are not opposed to how the site will be used, but are surprised that there is a need for another hotel. However, we are a bit concerned about the height of the proposed buildings, the environmental impact and the volume of traffic it will add to the area, especially around rush hour. What can be done to the plans to ensure the following?

1. That any increase in traffic will be mitigated on all surrounding roads. It is nearly impossible for our neighborhood to turn left onto Riverside Drive from Martin Road, as it is. Additional traffic would force us to take much longer routes and add more traffic down Martin Road.
2. That the buildings are not taller than the existing buildings. Any more height in the area might cause it to lose its charm. We do not mind the expansion of Bridge Park, as long as the outer edges blend a bit better into the surrounding neighborhoods.
3. That the site has maximum greenspace and public use area. Additionally, please consider revising the plans to minimize the amount of reflective glass and light, so that it will be more bird and wildlife friendly. There is a ton of wildlife, from foxes to bald eagles, in this area, and would hate to see that be diminished."

Robert Smith, 6310 Riverside Drive, Dublin, provided significant comments, and included a series of photos and attachments. These email comments were forwarded earlier to Commission. The photos included showed examples of traffic backups from the roundabout, which occur in front of his property. Mr. Smith expressed concerns about his driveway access in relation to the proposed development.

Public comments provided in-person:

Karen Edwards-Smith, Attorney, 6310 Riverside Drive, Dublin stated that she speaks on behalf of the Riverpark Group, the property just south of the Shoppes of River Ridge property. They are concerned about the traffic, roundabout and provision of access only through Dale Drive, one lane each way. That will have the effect of blocking up southbound traffic on Riverside Drive. In turn, it will block the entrance to their condominium development. They believe there must be an additional access on SR161, not just Dale Drive.

Gayle Griffith, 6465 Martin Place, Dublin stated that she shares many of the concerns that have been expressed this evening. She is happy that the applicant intends to conduct a second drone study, once the deciduous trees have lost their leaves. Her remaining concerns are noise and light pollution, due to the proximity of her property to the target site.

Scott Haring, 3280 Lily Mar Court, Dublin stated that he is frustrated with the process. He attended a March Council meeting earlier this year, at which City Council indicated receipt of a request to rezone this property, although no proposal had been received for a particular project. Prior to March 2022, the zoning permitted structures up to 5 stories. When Council approved the rezoning, the audience was assured that the new zoning would have more protections and review, and that 6 stories would not be that bad. While he likes the way this project would be built into the hill, to him, the critical point is that if the law says 6 stories is the maximum, then that needs to be adhered to. In the 25 years he has lived in Dublin, Planning & Zoning has been tenacious on a number of topics, including signage and cedar shakes. PZC has required applicants to follow the law. Only recently, an applicant submitted a 4-story apartment proposal for a parcel with a limitation of 3 stories, and PZC rejected that proposal. The proposal presented tonight is for 11 stories, a massive height! If the law limits the height here to 6 stories, that needs to be the primary goal.

Diane Cartolano, 3390 Martin Road, Dublin, stated that they have resided there, immediately adjacent to the Standley Law Group, for 23 years. That area has experienced extensive changes; the Riverside Drive roundabout is a risky area. While she used to sit and read on her front porch, the passing traffic volume had increased to the point that she can no longer do so. While she enjoys the amenities at Bridge Park, the traffic including speeds in this area is horrendous. She noted that they were not made aware of the previous meetings that have been referenced and would appreciate being included in future notifications. Even if the line of sight issue were addressed, the noise and construction process for the proposed development would be overwhelming. Currently, they hear the noise from Bridge Park events in their backyard, and it is very difficult to turn south from Martin Road to Riverside Drive. She is unclear as to the purpose of these meetings. Is this development actually a foregone conclusion? There has been a press release about the project, and there are already survey stakes on the property. Is speaking at these meeting "all for nothing?" Does the Commission actually give consideration to those who live here?

Tony Crooks, 3330 Kendelmarie Way, Dublin, stated that he has not seen or heard of a traffic study that would assess the impacts of the proposed development. He is concerned about the appearance of the area during and after construction. We have already seen that when the roundabout is in need of repairs, traffic is re-routed onto Martin Road, which is essentially a nightmare. He would hate to see that occur with the proposed construction. Due to a visibility issue, it is very difficult to navigate the roundabout at certain times of the day. There should be adequate visibility on all approaches to that roundabout. He would like to see a study related to visibility from the roundabout. He has enjoyed walking in this area, and he would hate to see this area used for any other purpose than as a beautiful greenspace. He would encourage park benches, rose gardens and elements that the residents in the neighborhood could enjoy be included in the proposed plan.

Ms. Call noted that although announcements can be made about intent to build a project, it does not make it so. Tonight's discussion is an Informal Review. Although the rezoning of the property has already occurred, any deviations from what is permitted by the zoning would require requests for waivers to be presented for Commission approval. If it proceeds, the next step would be the Concept Plan, at which the public is also encouraged to provide their comments. The public's involvement helps the Commission to make better decisions.

Commission Discussion

Ms. Call requested Commission members to comment on the three questions provided by staff to guide the discussion.

- 1) Is the Commission supportive of the proposed uses and general site layout of the development?
- 2) Is the Commission supportive of the proposed massing of the mixed-use building?
- 3) Is the Commission supportive of the proposed vehicular and pedestrian access for the site?

Mr. Chinnock thanked the public for sharing their comments. Commission members do take their comments into account. In regard to question #1, he is generally supportive of the proposed use and general site layout. In regard to question #3, there are concerns about pedestrian safety and access. A pedestrian bridge over SR161 that is available for the public, not just the residents or hotel guests, is very important. The overall access for the site, including vehicular access, will need more work and detail. Overall, he is supportive of the proposed project.

Ms. Harter thanked the applicants for the nice presentation. She would recommend the applicant continue to obtain and consider any input from the residents of the surrounding community, who are able to offer valuable guidance on the importance of the pedestrian connections and amenities and any safety issues. She is concerned about the impact of the proposed mass along Riverside Drive and that this development essentially would be an "island." She is also concerned about the limited ability of Martin Road traffic to turn right on Riverside Drive. It is difficult, as well, for Riverside Drive traffic to turn left onto Martin Road. Additionally, this project will need a significant amount of signage. Landscaping will be a real opportunity here. The pedestrian connection from Bridge Park to this site will be important; pedestrian tunnels might be a possibility.

Mr. Way thanked the applicant for their report and the community members for their comments and insight. He is supportive of the use and layout. What is nice about the layout is that it will become an extension of Bridge Park and finish the riverside edge. The transition of massing from north to south will start to step down here. This is a complicated site in terms of the elevations.

The proposed massing will make a statement on the corner, and will begin to relate to the buildings on the north side of SR 161. He appreciates the way the buildings are being used to frame the corner. The one component of the massing that is a concern is the seam between the hotel and the events center. There seems to be an opportunity to create another seam in the massing between the hotel block and the events center to break up that massing. He likes the break on the corner and the view of the bridge. His primary concern is the edge of Riverside Drive and how pedestrians are connected to the north with a contiguous walkway. The area south of the roundabout will be different experience, as it is not possible to alter the character of the approach to the roundabout. The pedestrian connectivity along Riverside Drive is important. He also would like to define some connection across Riverside Drive to the river and Kiwanis Park, as that is presently a missing link. The connection to the Shoppes must not be eliminated, but it can be handled in different ways.

Mr. Supelak thanked the applicant presenters and the residents for their input. There is a wealth of positives in the proposed project. This is a complicated site with many complicated issues. He, too, is concerned about the development being an island as it currently does not mesh well with the surrounding fabric. It would have a cruise ship quality, as it would be difficult to leave the building. How do pedestrians cross SR161 – with a bridge or a tunnel -- and how do they get across Riverside Drive in a meaningful way? Those connections will be extremely important for this site and everything around it. Those will be essential to make this site succeed and not be a solitary "cruise ship." Presently, there is no connection that would encourage people to walk back and forth to the shops in the area. Because of that, he is concerned that the site cannot be as successful as desired. He is concerned about the massing; the footprint on the site is overbuilt. He is hopeful the Montgomery Inn site can be considered more holistically, looking at the opportunity to relax the site.

Mr. Schneier stated that his fellow Commissioners have provided meaningful input. He believes this is an exciting project, which could be a great addition to Bridge Park and the City, due to the type of issues it could address. Access across Riverside Drive and to the park and the pedestrian crosswalks on the roundabouts will be exacerbated by this project. He is concerned about the monolithic, drawbridge image to the pedestrians; how do they access the Emerald City on the hill from Riverside Drive? He would rather see a bridge or another tunnel under Riverside Drive than across SR161, because of the degree of isolation.

Mr. Supelak stated that a number of residents expressed concerns about traffic. This review is early in the process, but part of that process includes a traffic impact study coordinated by the City Engineering Department. A concern was also expressed about water management when the pond is vacated; that, too, will be addressed per the standard review process.

Ms. Call stated that she also is supportive of the use. She likes the capitalization of the view corridor. She is cautiously optimistic that the massing concerns can be addressed sufficiently. However, the safety, vehicular and other issues are a concern. She would include the applicant's modeling to incorporate a 360-degree view of the elevation changes. At this point in time, her reaction is that an 11-story building is not going to happen here; however, opportunity to view the elevations could influence that consideration. The impact of the construction is also a concern, especially when it involves such a contentious intersection. The process must be handled sensitively and as minimally impactful as possible. She would encourage the applicant to expand the community engagement

with as many of the residents within the area as possible. Ms. Call inquired if the applicant needed any additional input on the case.

Mr. Hunter indicated they needed no additional input. He was very happy to hear that Commissioners believe that a connection north across SR161 is as important as they thought it was. He thanked Commissioners for their input.

Mr. Myers stated that the Commission has provided valuable input, which will make the project even better. He is very confident that they will be able to satisfy all the residents' concerns.

Ms. Call stated that everyone looks forward to welcoming a Cameron Mitchell business to the City of Dublin. There are more steps involved in the review process, but if the issues can be addressed, the result will be an excellent project.

NEW CASE

3. Neuro Transitional Rehabilitation Center at 6640 Perimeter Drive, 22-123CU/22-126FDP, Conditional Use/Final Development Plan

A request for a Text Modification, a Conditional Use permitting a Specialty Hospital use and a Final Development Plan for the construction of a one-story, neuro-transitional rehabilitation center on a 1.98-acre site zoned Planned Commercial District, Riverside North, Subarea A1. The site is northeast of the intersection of Perimeter Drive with Hospital Drive.

Staff Presentation

Ms. Rauch introduced Elizabeth Fields, consultant, McBride Dale Clarion to present the case.

Ms. Fields stated that this is a request for review and approval of a one-story, 13,745 square-foot neuro-transitional rehabilitation center with a 25-space parking lot and associated site improvements.

Background:

This site has been before the Commission for previous reviews. The Commission recommended approval of the Zoning and Preliminary Development Plan (PDP) on March 4, 2004, and on April 19, 2004, City Council approved Ordinance 118-03 for the rezoning of the area to PCD. PZC recommended approval of the Preliminary Plat and Final Plat on June 10, 2004, which were subsequently approved by City Council on August 2, 2004. The 1.98-acre vacant lot is located on the north side of Perimeter Drive, approximately 1,500 feet west of Avery-Muirfield Drive, within Planned Commerce District (PCD) - Riverside North, Subarea A1. That district defaults to the uses permitted in the Suburban Office and Institutional District, along with financial services, institutional uses and daycare facilities. Specialty Hospitals are not currently permitted in the PCD, which is the reason for the proposed text amendments. On May 25, 2021, City Council approved Ordinance 23-21 permitting Specialty Hospitals within the Suburban Office (SO) District as a conditional use with specific standards. Tonight, the Commission will review and determine if this proposal meets the specific standards for a Specialty Hospital. The Commission provided an Informal Review of this project on May 19, 2022, and indicated general support of the use on this smaller site, if the development text were revised to include only neuro-transitional hospitals, not other specialty hospitals. This is a request for a Final Development Plan, Conditional Use and the proposed modifications to the development text. The following text modifications are requested:

- (1) Addition of Specialty Hospitals for neurological rehabilitation only;
- (2) Permit fencing for the proposed use; currently, it is permitted only for daycares in this district, and
- (3) Permit heritage style light fixtures; the current text requires all lighting to be shoebox-style.

The application meets the Specialty Hospital standards in the SO district, except the requirement for a minimum 3-acre site; the proposed site is 1.98 acres.

Proposal:

The proposed 14,400-square-foot neuro-transitional rehabilitation center will provide post-hospital, in-patient care for those with brain and spinal cord injuries. Patients are expected to stay an average of 90 days for intensive therapy and rehabilitation. The facility will accommodate 12 patients and 19 staff. Another Specialty Hospital (Dublin Springs) and medical uses are located nearby, so this particular use is appropriate. The Specialty Hospital standards require a minimum distance of 500 feet from residential uses. The Senior Star at Dublin Retirement Village is 312 feet from the north property line. Per the Code, senior housing is considered an institutional use; therefore, this standard is met. A patient drop-off location is located on the north side of the building. A porte-cochere has been added to this location per Commission comments at the Informal Review. This will improve the flow of patient drop-offs in a protected environment. An existing sidewalk is located along the subject parcel frontage on the north side of Perimeter Drive. Additionally, an existing shared-use path is located along the eastern portion of the subject parcel that connects to the sidewalk along the north side of Perimeter Drive. Access to the proposed development will be from the existing shared drive located on the western portion of the site. A singular structure is proposed on the east side of the property, which includes a dumpster and generator enclosure. There is also a covered outdoor area that is part of the recreation space. It is separated from the dumpster enclosure by the generator enclosure to lessen any negative impacts that the dumpsters might have on the patrons utilizing the outdoor space. The enclosure is to be constructed out of stone veneer to match the building, with a precast concrete cap. A solid metal gate will provide access to the dumpster enclosure. The covered outdoor area includes a roof made out of precast concrete with Hardie board columns with a stone veneer base, appropriate to the project's overall architectural style. A proposed landscape plan includes a variety of shrubs and trees throughout the property to soften the proposed building and screen the parking area and on-site equipment. Along Perimeter Drive, a 3.5-foot contoured mound will include eight trees. Shrubs are proposed around the perimeter of the building, the exterior of the parking area, the dumpster/generator enclosures, and along the exterior of the fence to screen the site. Trees and shrubs also are proposed for the interior parking lot islands. Within the Riverside North PCD, architecture is to have a residential character with a 28-foot maximum height for non-office uses. The proposed building design includes articulation on all four sides of the building, utilizing dormers, decorative louvers, material changes, windows and dimension changes to add interest to the facades. The building materials are primarily brick and stone with Hardie board trim. Roofs, using dimensional shingles, cedar shakes or slate, will have pitches or slopes to help hide mechanical equipment. Dormers, vents, or other treatments will help break up the massing of the roofs, and articulated facades will help break up vertical massing. Staff has reviewed the application against the applicable criteria and recommends approval of the three text modifications, the Conditional Use and the Final Development Plan with four conditions of approval.

Applicant Presentation

Scott King, DO, Select Medical Corporation, 4714 Gettysburg Road, Mechanicsburg, PA 17055 stated that they are looking forward to developing this neuro-transitional rehabilitation service in

partnership with Ohio Health. The national design concept was developed specifically for brain and spinal cord injury patients. Currently, there is a gap in the local health care continuum for these patients. Location on a site close to Dublin Methodist Hospital will enable these patients to be successful. Should the need arise, connection to nearby healthcare professionals will be possible. The Specialty Hospital will provide in-patient rehabilitation, long-term acute care and extend all levels of care.

Commission Questions

Mr. Schneier stated that he assumes asphalt shingles are a permitted material.

Ms. Fields responded that it is the preferred roofing material in this development.

Mr. Schneier inquired if the brick would be full brick.

Nick Belfer, VP, Construction & Engineering, Select Medical Corporation, 4714 Gettysburg Road, Mechanicsburg, PA 17055 responded that both the stone and the brick would be split-face, veneer products.

Mr. Supelak responded that product is also called a thin brick.

Mr. Belfer responded affirmatively.

Ms. Harter inquired if the applicant would be returning later with a proposed sign package.

Ms. Call responded that this zoning permits certain signage, and only if the project proposes to exceed that would the applicant need to return for sign approval.

Ms. Harter inquired what name would be on the signage.

Ms. Rauch clarified that because the applicant has not provided signs that are approved, per Condition #1, the applicant will be required to submit a sign package later for Commission approval.

Mr. Boggs stated that the City's sign standards cover the dimension, location and lighting elements, but based on a recent Supreme Court ruling, applying the First Amendment, the City cannot state what can/cannot be on the signs.

Ms. Harter inquired if the Washington Township Fire Department had been consulted regarding concerns of a potential increase in number of runs due to the new facility.

Ms. Fields responded that the Fire Department participated in the review process for the application, and they voiced no concerns.

Ms. Call stated that a similar question was raised in the Commission's Informal Review discussion in May 2022 regarding a potential increase in Police calls. This will be the only overnight facility in this section of the corridor. Was the Police Department involved in the application review process; if so, did they provide feedback?

Ms. Fields responded that the Police were not part of the review process. However, the applicant can respond as to what they are proposing for their safety procedures.

Mr. King stated that they have security measures that are used within the facility itself. All staff are trained in crisis intervention, and secured access is required. They also will be working in partnership with Ohio Health. Because of the proximity of Dublin Methodist Hospital, they will be developing an agreement for shared security services.

Ms. Harter inquired if on-site security would be provided, or if it would be provided on a call basis.

Mr. King responded that the tentative discussions regarding security anticipate that the facility would be included in the security team's typical rounds. While they would not have a security officer

on site for a campus of 12 patients, they would be accessible and would have full visibility of the facility's security cameras.

Mr. Chinnock inquired if the lighting plan would meet the requirements.

Ms. Fields responded that the photometric plan meets the requirements.

Mr. Chinnock inquired if the fencing would be limited to this site.

Ms. Fields responded affirmatively. The proposed text would define that fencing is allowed only for daycares and neuro-transitional specialty hospitals.

Mr. Way inquired if discussion had occurred as to where the connection to the multi-use path might go.

Mr. Hendershot responded that staff has been in discussions with the applicant. There may be an opportunity to provide a connection from the fenced-in area for patrons to the shared-use path running north and south. There is a floodpath along that side that needs to be considered, which could cause grading to be challenging in that area.

Mr. Way inquired if the connection would be only for patrons within the facility and not for facility visitors.

Mr. Hendershot responded that the connection is anticipated as an amenity only for patrons of the facility.

Ms. Call inquired about the height of the generator/dumpster structure.

Joe Walker, EMH&T, 5500 New Albany Road, New Albany, OH stated that he believes that the height is between 12-14 feet. He can follow up with more specific information to staff in response to that question.

Ms. Call stated that the Code language includes the statement that, "the exterior façade materials and architectural design of all accessory structures shall be coordinated with those of the principal building." What primary and secondary type of materials ought to be used on this accessory structure?

Ms. Fields noted that staff would provide that information.

Ms. Call inquired if the bollards in front of the structure were due to the nature of the generator within, and if there had been any discussion regarding integrating those into the building rather than locating them exterior to the building façade.

Ms. Rauch noted that in response to Ms. Call's inquiry about accessory structure materials, the text does not discuss accessory structure versus primary structure materials; it indicates only the permitted materials.

Mr. Walker responded that the intent of the bollards is to protect the wall from any vehicles backing up to the dumpster structure.

Ms. Call inquired if their purpose is primarily for the dumpster enclosure, not the generator.

Mr. Walker responded affirmatively.

Mr. Supelak stated that, typically, the Commission is not supportive of the use of thin brick. Is it a permitted material?

Ms. Rauch responded that this development text was adopted several years ago, and the City's current standards were different then. What is proposed is permitted by the development text.

Ms. Call inquired if there had been any discussion regarding the potential use of a material other than thin brick.

Mr. Walker responded that there had not been any discussion of that, but they could consider it.

Public Comment

No public comments were received.

Commission Discussion

Mr. Way stated that he is supportive of the proposed text modifications, the Conditional Use and the Final Development Plan.

Ms. Harter stated that she believes the use of full brick rather than thin brick is important.

Mr. Supelak stated that he, as well, is supportive of the proposed text modification and the Conditional Use. While it is not required by the development text, he would advocate for the use of full brick rather than thin brick.

Mr. Schneier reiterated fellow Commissioners' comments encouraging use of full brick versus thin brick. He is supportive of the text modification, Conditional Use and Final Development Plan.

Mr. Chinnock responded that he is supportive of the proposal, as well.

Ms. Call stated that she is supportive of the use and location but is hesitant regarding the public safety criteria, particularly since the Police did not participate in the review. She would like assurance that both police and fire considerations will be addressed. The generator structure is very plain, using only a single material, and the bollards stand out. Unfortunately, the structure does not attempt to camouflage what it is. She would encourage the applicant to consider opportunities to make that structure more complementary, less detracting to the principal use. She stated that the Commission encourages the applicant to use full depth brick rather than thin brick. If the applicant would be willing to use full brick rather than thin brick, it could be included in the FDP conditions.

Mr. Way inquired if the concern was about both thin brick and thin stone.

Mr. Supelak noted that the use of a split-face or cultured stone is common. The use of thin brick is the primary concern.

Consensus was that the Commissioners' concern related only to the use of thin brick.

Ms. Call inquired if, although not required by the development text, the applicant would be willing to work with staff to explore the potential use of full-depth brick.

The applicant indicated they were willing to do so.

Ms. Call noted that the applicant is encouraged, as well, to address the appearance of the accessory structure.

Mr. Way noted that the plans show the bollards as located inside the enclosure to prevent the dumpster from being pushed up against the back wall. That elevation may be labeled incorrectly.

The applicant indicated that they had no objections to the proposed conditions.

Mr. Way moved and Mr. Supelak seconded approval of the three text modifications:

- 1) To add Specialty Hospitals for neurological rehabilitation use only;
- 2) To permit fencing for the proposed use; and
- 3) To permit heritage style light fixtures.

Vote: Ms. Harter, yes; Mr. Chinnock, yes; Mr. Way, yes; Mr. Supelak, yes; Ms. Call, yes; Mr. Schneier, yes.

[Motion carried 6-0]

Mr. Way moved and Mr. Schneier seconded approval of the Conditional Use for a Specialty Hospital with no conditions.

Vote: Mr. Chinnock, yes; Mr. Schneier, yes; Mr. Supelak, yes; Ms. Harter, yes; Mr. Way, yes; Ms. Call, yes.

[Motion carried 6-0]

Mr. Supelak moved and Mr. Way seconded approval of the Final Development Plan with five conditions:

- 1) That the applicant submit a sign plan that is consistent with the development text and the Code for review and approval by the PZC and then to Building Standards for sign permits, prior to installation of any signs;
- 2) That the applicant provide a recorded copy of the amended development text to staff upon recording of the same prior to building permit submittal;
- 3) That the applicant continue to work with Engineering to demonstrate compliance with stormwater management requirements in accordance with Chapter 53 of the City of Dublin Codified Ordinances;
- 4) That the applicant continue to work with staff to provide a paved connection from the development to the shared-use path along the eastern portion of the subject parcel, subject to staff approval; and
- 5) That the applicant explore the use of full-depth brick with staff.

Vote: Mr. Way, yes; Mr. Supelak, yes; Ms. Call, yes; Mr. Chinnock, yes; Mr. Schneier, yes; Ms. Harter, yes.

[Motion carried 6-0]

COMMUNICATIONS

Ms. Rauch reminded Commissioners of the following:

- Requirement for PZC members to complete their annual City cybersecurity training by November 25, 2022.
- 2023 PZC meeting dates will be scheduled on the December 8, 2022 PZC agenda for review/approval.

Commissioners noted that the web link to the City Code and to the ARB page are not working correctly.

Ms. Rauch stated that the website has been updated recently and additional modifications/corrections will be made; she would share that information with the website administrator.

Mr. Chinnock inquired about the process for changing the City's regulations to require full-depth brick rather than thin brick.

Mr. Boggs responded that for existing approved developments, it would require a change to the zoning text, which would involve public hearings. However, since the City's position regarding that building material has become more defined in recent years, new PUD development texts are being written to specify full-depth brick.

The next regular meeting of PZC is scheduled for 6:30 p.m., Thursday, December 8, 2022.

ADJOURNMENT

The meeting was adjourned at 10:19 p.m.

Chair, Planning and Zoning Commission

Assistant Clerk of Council