



MEETING MINUTES

Architectural Review Board

Wednesday, November 16, 2022

CALL TO ORDER

Mr. Alexander, Chair, called the November 16, 2022, meeting of the City of Dublin Architectural Review Board (ARB) to order at 6:30 p.m.

PLEDGE OF ALLEGIANCE

The Chair led the Pledge of Allegiance.

ROLL CALL

Board Members present: Mr. Alexander, Mr. Cotter, Mr. Jewell, and Ms. Damaser
Board Member absent: Ms. Cooper
Staff present: Ms. Holt, Ms. Mullinax, Mr. Gable, and Ms. Wawskiewicz

ACCEPTANCE OF DOCUMENTS/APPROVAL OF MINUTES

Mr. Jewell moved, Ms. Damaser seconded, to accept the documents into the record and to approve the minutes from October 26, 2022.

Vote: Mr. Alexander, yes; Mr. Cotter, yes; Ms. Damaser, yes; and Mr. Jewell, yes.

[Motion carried 4-0]

CASE PROCEDURES

The Chair stated the Architectural Review Board is responsible for review of construction, modifications or alterations to any site in the area subject to Architectural Board Review (ARB) under the provision of Zoning Code §153.170. This Board has the final decision-making responsibility on cases under their purview. Anyone who intends to address the Board on any of the cases this evening will be sworn in. There were no cases eligible for the Consent Agenda. The agenda order is typically determined at the beginning of the meeting by the Chair, who also stated the procedures of the meeting. The cases in the minutes follow the order of the published agenda. Anyone who addresses the Board will need to provide their full name and address for the record.

The Chair swore in anyone planning to address the Board on any of the cases to be reviewed.

INFORMAL CASE

1. 83 S. High Street, 22-149INF, Informal Review

The Chair stated this application was a request for the addition and remodel of a two-story building on a 0.15-acre site zoned Historic District, Historic South. The site is located southwest of the intersection of Eberly Hill Lane with S. High Street.

Staff Presentation

Ms. Holt stated the Board heard a related Informal Review in September and the applicant has returned with more details for consideration. She presented an aerial view of the site that was previously used for commercial purposes. There was a shared access easement along the back of the property, and while the pavement still exists, the easement does not; it was removed in 2017. The owners wish to convert this to their personal residence. The structure is known as the Giles Weaver Residence, built in 1830 on S. High Street and was determined contributing. The porch details and saltbox roof were noted [photographs shown.] There is an existing detached garage/carriage house on Mill Lane that was built in 1940 and proposed for a future home office. The south/side elevation is very close to the adjacent residential structure. The porch on the west/rear elevation would be removed to make room for the addition, which the Board previously supported.

The plans have changed to reflect the feedback received during the September meeting with the addition: lot coverage has lessened by 2.3%; building size has lessened by 185 square feet, although still slightly beyond what the Board can approve via a Waiver; the length of the building was shortened by 8 feet, 6 inches; the width of the single-car garage/addition increased by 2 feet; and the height was decreased by 8 inches. There were no proposed changes to the carriage house at the back of the property. Massing models of the proposed addition and the original structure were shown for context.

Staff consulted with Preservation Designs, Ltd. who provided the following comments:

- Enlarge hyphens for more definitive break between existing and new structures;
- Lower cricket on saltbox roof for lesser impact on historic portion;
- Better integrate the laundry room jog; and
- Simplify the structure overall to be clearly distinguishable from the historic structure by using materials that are slightly different than original (siding, roofing, etc.)

Discussion Questions

- 1) Would the Board support the maximum 20% Waiver for additional square footage?
- 2) Is the Board supportive of the proposed massing and form and the applicant's response to the *Guidelines*, the original structure, and the feedback in September?
- 3) Does the Board support further recommendations regarding roof forms, increased hyphen sizes, and materials?

Applicant Presentation

Richard Taylor, RTA Architects, 48 S. High Street, Dublin, stated all the changes Ms. Holt presented were almost all in direct response from the meeting in September. During that meeting, Mr. Cotter recommended changing the orientation of the gable of the addition. The gable was rotated 90 degrees, which worked out better in a lot of ways that helped create the separation/hyphen between the old and the new section. He could not increase that without changing the floor plan. They reduced the length of the house overall by 6 or 8 feet and reduced the footprint of the house, significantly. The current drawings were more scaled to size and detailed. If the Board were to allow the 20% over the 1,800-square-foot maximum for size (2,160 square feet) his plan stands at 2,188 square feet on the drawing. If he has to remove 28 square feet, no problem.

Questions for Staff and the Applicant

Mr. Cotter – The color of the addition and the original home appear on the plans as the same color and asked if that was the intent. The Code requires a distinction between a historic structure and any new additions.

Mr. Taylor – He could do something different.

Mr. Cotter – The Board has pushed applicants to ensure there is a noticeable difference.

Mr. Jewell – He asked Staff if the applicant receives the same comments from consultants that the Board receives.

Ms. Holt – Staff normally summarizes the comments for the applicant and sometimes verbatim in the Planning Report.

The Chair – The Planning Report is a public record.

Mr. Taylor – He did not agree to changing the hyphens but he received the comments.

Ms. Damaser – She asked the applicant how he did not agree and how changing the hyphens would be an issue.

Mr. Taylor – Hyphen was the wrong word to use in this instance but the little indented space is a narrow section that allows the roof forms to change and for the gable on the two sides to be distinct. The only way to make that smaller would be to push it farther away from the house, which would increase the size of the house, which we are trying to avoid. Given that the location of this is not visible from the street at all and much narrower than the house itself, he did not believe it was necessary. To address the cricket, since it is all going to be a metal roof, we cannot lower that but again it is not visible anywhere. A metal standing seam roof is a high level and a long-lasting material he planned to use on the addition when it is already on the main structure, but he could adjust to a different color or panel size.

Mr. Jewell – He asked where the reduction of 28 square feet could come from.

Mr. Taylor – If a room is 12 feet by 12 feet, it can be reduced to 11 feet, 8 inches by 11 feet, 8 inches and it does not really affect the room very much but it does reduce the square footage. He proposed squishing his dimensions here and there so 28 feet would be removed. Last week Ms. Holt informed him 20% was actually codified so the space will be reduced.

Public Comment

There have been no comments submitted online.

Board Discussion

The Chair – If the applicant felt they had to go beyond the 20% Waiver from this Board, they would have to apply for a Zoning Variance from the BZA and that Board usually asks the ARB for a recommendation.

Ms. Holt – She would have to research that.

(Q1) The Chair asked the Board if they were comfortable with the Waiver.

All four members supported the Waiver.

(Q2) & (Q3) The Chair asked if the Board was supportive of the proposed massing, form, roof forms, increased hyphen sizes, and materials.

Mr. Jewell – It appears the recommendations from PDL are workable and helps with the mass and the switch with the gable helped, too. The addition is behind the main structure so everything is fine.

Ms. Damaser – She agreed with Mr. Jewell. She made a site visit and found the size fit the area.

Mr. Cotter – The small indent from the laundry room that had a small roof angle in there that appears unusual could go away but the rest works just fine.

Mr. Alexander – He was comfortable with the massing. The intent of the comment of the hyphens is already met by setting the building back on the south side. The goal of differentiating the addition from the primary historic structure is already met. That is more important than increasing the size of the hyphens. If the materials change more, the intent of making it different than the original house will work.

Ms. Holt – She appreciated the Board’s feedback and did not request any additional commentary.
Mr. Taylor – He agreed.

NEW CASES

2. Development at 36 - 38 N. High Street, 22-132FDP, Final Development Plan

The Chair stated this application was a request for the construction of a two-story, mixed-use building and a two-story, residential building on a 0.25-acre site zoned Historic District, Historic Core. The site is located northeast of the intersection of N. High Street with Wing Hill Lane.

Staff Presentation

Ms. Holt stated there were three separate requests: The Final Development Plan, a Parking Plan, and a Waiver. She presented an aerial view of the site, and the buildings that were previously approved for demolition were identified, as well as the location of the historic wall and privy (subject of a separate application). This development was informally reviewed October 2021; in March 2022, a Concept Plan and Demolition Request were reviewed; in July 2022, a Preliminary Development Plan was approved with conditions; Waivers for a Juliet balcony and foundation plantings on Wing Hill Lane were approved; and a Parking Plan was tabled for consideration after a revision could be proposed.

Existing conditions at both the front and back of buildings were presented, which included a view of the historic wall, steps, and privy. More photographic context along N. High Street and Wing Hill Lane was shown. Highlights were shown of the proposed site plan since the Preliminary Development Plan (PDP) review was decreased to 85% lot coverage. Parking has been reduced; there is public ADA parking on N. High Street; and bike parking was moved to a central parking court, which allows for greater turning movements. Staff has concerns with steepness of proposed grades in the parking lot. Street trees along Wing Hill Lane have been removed per the direction from the City Forester. The trash for the mixed-use building is proposed to be attached to that building, and Rumpke confirmed it will pick up from N. High Street.

The proposed characteristics of the elevations and the materials have not changed from the PDP except for the trash enclosure. Thin brick needs to be replaced with full-depth brick. The garage doors have been modified to be single doors.

At the PDP, the Board added a condition of approval to further explore window/door/building trim elements. The Applicant declined to change the design, but provided an additional explanation of design intent in the current narrative of their presentation. Staff explored some concepts with the applicant for consideration/discussion/comparison to be most compatible/contextual along N. High Street, the most important street in Historic Dublin. The goal was to de-emphasize the verticality of the proposed buildings since they are adjacent to single-story structures, and to appear less like Cohatch and more appropriate to the district as a whole.

Staff recommended approval of the Parking Plan:

A total of 44 spaces are required, nine (9) spaces are provided on-site and the other 35 spaces will be provided off-site from a total number of spaces that could be available (193) within the 600-foot radius of this site in either the Library Garage (50% available) or the Darby Lot.

Staff recommended approval of the following Waiver:

1. §153.173(H)(3)(a) Street Trees. Required: Street trees are required along all street frontages when a property is developed.
Requested: That there be no street trees on Wing Hill or N. Blacksmith Lanes.

The Final Development Plan was reviewed against the applicable criteria. Staff recommended approval with six (6) conditions:

- 1) Prior to obtaining a demolition permit for the existing buildings, the applicant shall obtain approval from the Architectural Review Board for the reconstruction of the shared wall at 40 N. High Street.
- 2) The applicant shall continue to work with staff to lessen parking lot grades.
- 3) The applicant shall incorporate the following changes to the mixed-use building elevations:
 - a. Removal of the vertical stone and wood elements except in the gable ends;
 - b. Use of similar window arrangements as presented herein by staff;
 - c. Addition of horizontal elements including the trim board on the north portion of the building and water table caps on all locations;
 - d. Maintain a distance between the water table and the northwest window on the north elevation; and
 - e. Two recessed "bricked-in windows" added on the rear stone elevation with lintels and sills.
- 4) A revised photometric plan shall be provided to staff for approval prior to building permit:
 - a. Plan shall confirm that light trespass is no greater than 1 footcandle 10 feet outside each property line;
 - b. Ensure that the northwest and northeast corners of the site do not have hot spots;
 - c. Consider removal of one light from the north corner of the mixed-use building; and
 - d. Ensure all lit areas have corresponding footcandle measurements.
- 5) The Wing Hill Lane landscape installation shall ensure that the proposed sandstone blocks are no taller than six inches from grade.
- 6) The Yukon-Blend brick shall be full-depth.

Questions for Staff

Mr. Jewell – He asked if the brick wall under the privy was going to remain intact up against the privy steps. The plan just states the concrete is to remain but there is actually a stone wall there.

Ms. Holt – There are a number of layers of stone wall and some were deemed non-historic; she deferred to the applicant.

Applicant Presentation

Tim Lei, Lei Architects, 401 W. Town Street, Columbus, OH, stated the project was started October 2021, and for more than a year we have been reviewing and interpreting what the *Historic Design Guidelines* state for new construction. Nearing the end of the project, unfortunately, there is still a significant gap between what we are trying to accomplish and what the Board is expecting. His goal was to get on the same page for what is appropriate for this site. There are 12 styles listed in Chapter 2. Vernacular is the most prevalent in Dublin. He has worked in Dublin for 10 years and feels fairly familiar. He pointed out several different buildings with different sized windows, with and without headers, verticality, and pointed out the quirkiness of many. He quoted from Chapter 5 of the *Historic Design Guidelines* that stated new construction should not be a replica of a historic building and not taken to the extreme of modern design, staying compatible with the surrounding community and sharing underlying principles of design: form, mass, height, use of materials, scale, and lot coverage. He believed they have followed the *Guidelines* – respectful, fitting, and compatible with the characteristic. The design of the windows has been discussed at length. The applicant considered timber-framed vernacular, which is the oldest architectural style in Europe, and some are interpreted in a stone/masonry expression. This project is super complicated and difficult, and went on to discuss windows further. Staff's suggestions just did not work. The dentist next door is mid-century modern with urns out front. The proposed vertical elements are a modern interpretation of timber-framed buildings as a way to create rhythm and texture. In summary, he tried to balance the vernacular with the idiosyncratic heritage and believed it complied with the *Guidelines*.

Questions for the Applicant

Mr. Alexander – He asked the applicant why he chose windows that were so open with no trim or break in the window.

Mr. Lei – He studied all kinds of windows in the District. He had storefront windows in front and they have no division. Vertical trim and horizontal elements add texture so the window does not need extra detail. Not every window in the area has muntins, so it is not a given there should be muntins on these windows. It was their preference but not outside the *Guidelines*. This is a modern interpretation. What Staff recommended cannot be found anywhere in the district.

Public Comment

No public comment has been received. The Chair invited anyone in the audience to speak to this case and nobody came forward.

Board Discussion

The Chair – He determined there would be a lot of discussion over the third condition and asked to discuss the first two conditions and vote before beginning the discussion of appearance.

Mr. Jewell moved and Mr. Cotter seconded, to approve the Parking Plan.

Vote: Ms. Damaser, yes; Mr. Alexander, yes; Mr. Cotter, yes; and Mr. Jewell, yes.
[Approved 4 – 0]

Ms. Damaser moved and Mr. Cotter seconded, to approve the Waiver to permit no street trees.

Vote: Mr. Jewell, yes; Mr. Alexander, yes; Mr. Cotter, yes; and Ms. Damaser, yes.
[Approved 4 – 0]

The Chair – The Planning Report was an acceptable response to standards. The houses in the back are fine.

Mr. Jewell – He asked if there were just the six conditions of approval. The trash issue is not resolved.

Ms. Holt – She offered to have more dialogue about trash.

The Chair – The solution is in the overall plan. The location of the enclosure was determined and it is up to Rumpke to pick up.

Mr. Jewell – There was a lot of discussion on this topic during the meeting he was not able to attend. The change was to move the trash up to the street from its current location. Mr. Lombardi was going to follow-up with North High Brewing as to how they are handling their trash. Mr. Jewell talked to North High Brewing, and they are not using several containers and putting them to the street. They are sharing a dumpster with CoHatch down off Blacksmith Lane due to the volume of trash. Trash is picked up Monday, Wednesday, Thursday, and Saturday. That is a lot of trash to be put out four days a week. He walked High Street after 2 pm and found several containers out, and that is not the best solution, especially with restaurant trash that is messy. When the trash is picked up, trash is spilled onto the ground. There is no way to get the containers out to High Street without using the property next door. There is a small corridor but there are parking spaces in the same location. The five or six containers will need to sit on the sidewalk because the drive cannot be blocked, nor can the ADA space on the street. He was not comfortable with the trash solution especially for restaurant trash. The majority of that drive belongs to 40 N. High Street and that cannot be blocked because there is constant business there.

Mr. Lombardi – 4912 Pesarro Way, Dublin, stated he talked to North High Brewing and they take their trash container down behind CoHatch and they all do it together, there. The containers in our proposed trash enclosure are directly across from 40 N. High Street. The Rumpke truck can easily pull in when picking up their trash. It should not be an issue.

Mr. Jewell – His assumption was the containers were going to come out to the street. If Rumpke is going to travel down through that gravel drive and pick up with 40 N. High Street that would resolve the problem. He was not aware of that part of the discussion.

Mr. Lombardi – The containers can be pulled out to the street; he did not ask specifically if Rumpke would drive back.

Mr. Jewell – He took into consideration the number of containers, what goes in the containers, now increasing usage that has not been experienced yet because there are just art galleries, etc. in the current tenant spaces. He was also concerned about the containers he saw left out after 2 pm and does not know if Rumpke ever picked that trash up. This is not a good presentation when the goal is to build a pretty property. Putting rubbish out on the street defeats that purpose. The traffic on N. High Street right now is horrendous. There's UPS, FedEx, various delivery trucks with additional trucks bringing in products. Add to that a new restaurant needing to accept deliveries. All of this compounds the concern. This is a big issue when trying to beautify N. High Street.

Mr. Alexander – Scheduling can solve some of that problem. Nobody in the area seems to know the schedule as it varies based on what the loads are.

Mr. Cotter – Perhaps Staff or the applicant could look into this further.

Ms. Damaser – We are discussing the Final Development Plan now, so we do not have the opportunity for more research to be completed.

Mr. Lombardi – He asked if this was not already approved with the condition whereas the applicant shall confirm trash could be picked up.

Mr. Jewell – That is not what was stated in the minutes from the Preliminary Development Plan Review.

Ms. Holt – Condition 9 from the Preliminary Development Plan states that the trash collection shall be further evaluated at the FDP regarding on-street collection and the ability to integrate with the historic wall and privy system on-site.

Mr. Alexander – Part of the Board's concern is the appearance of the elements Ms. Holt just mentioned as it needs to be visually integrated with the stone. A lot of restaurants have early morning pick-up.

Mr. Jewell – Trash pick-up shall not be impacting the dentist office business between 7:30 am – 8 am.

Ms. Damaser – Rumpke can determine pick-up times and that is a problem. The revision the applicant applied has beautified an enclosure.

Mr. Jewell – He restated this is not the best solution.

Mr. Alexander – If Mr. Jewell wants to use the trash concern to vote down a project, it seems like pretty steep ground. He said he liked the enclosure there because there is the option to get Rumpke to come into the driveway, leaving the containers enclosed. Technically, the 40 N. High driveway is partially on this property. He asked if there was a shared easement with 40 N. High Street.

Mr. Jewell – He was surprised to hear the occupants at 40 N. High taking trash all the way down to Blacksmith Lane if Rumpke will pick it up there.

Mr. Lombardi – The Bakery tenant is not going to want trash cans out front and will deter customers. From a common sense standpoint, the trash will be taken care of and not be a problem for anyone.

Mr. Jewell – Okay.

Mr. Cotter – He said he appreciated the applicant's presentation. Last time the applicant was provided a condition of approval to find a solution to the windows and vertical elements and yet the applicant did not bring something to the Board today to move forward. The applicant was to soften the massing with the revision of vertical elements. The Board was looking for a compromise. The *Guidelines* speak to new construction fitting the surrounding area. Some eclectic elements could be appropriate but something also needs to tie into the other buildings, with perhaps symmetry, and the inside of the windows. This design is not connecting to the surrounding area elements/characteristics. Verticality continues to make the structure appear too massive. This is an important location at the middle of N. High Street. The Board is expecting some continuity. He saw the applicant's reasons for the design but was taken aback when he did not see an effort on the part of the applicant to meet expectations of trying to soften the appearance to lessen the massing. No compromise was made to bridge with the elements already present in the area.

Mr. Jewell – Not adding muntins within the windows was a missed opportunity.

Mr. Alexander – He has spent a lot of years studying and teaching architecture. Any time a reference is made, someone else can interpret the reference in a different way. The City's Guidelines deal with more literal relationships. The applicant is making connections but they are more oblique. The applicant referenced the timber-frame of barns but that is a feature always apparent on the inside of the structure. The applicant's architectural approach is extremely valuable because it is about communicating ideas, and he applauds that. He was hoping the applicant could find a middle ground. The literal connections are what people notice in the District. Staff made design recommendations to meet the *Guidelines* because the applicant's plans did not change.

Ms. Damaser – She asked for a justification for why the vertical elements should stay.

Mr. Lei – It is important to have rhythm on a façade.

The Chair – The Board has made the recommendations clear.

Ms. Damaser moved and Mr. Jewell seconded, to table the Final Development Plan.

Vote: Mr. Cotter, yes; Mr. Alexander, yes; Mr. Jewell, yes; and Ms. Damaser, yes.

[Motion passed 4 – 0]

The Chair – Short break

3. 114 S. High Street, 22-156MPR, Minor Project Review

The Chair stated this application was a request for deck modifications and window replacements to a building on a 0.20-acre site zoned Historic District, Historic South. The site is located ±85 feet southeast of the intersection of Pinneyhill Lane with S. High Street.

Staff Presentation

Ms. Mullinax presented an aerial view of the site that is surrounded by businesses to the north, south, and west, and single-family homes to the east. The existing 1,605-square-foot, commercial building was built in 1948 in the Colonial Revival style and was the office of Dr. Harry Karrer. The building was recommended contributing as noted in the 2017 Historic and Cultural Assessment. Since 2016, a couple of Master Sign Plans have been approved by the ARB for various tenants. Earlier this year, basement excavation and restoration of the rear elevation was approved administratively by Staff. The building permit remains open for this on-going work due to proposed exterior modifications, which require ADA access to the commercial building.

Existing conditions of the site [2 photographs], revealed the site is still under construction due to the basement excavation and restoration. The southeast view showed the location of the proposed deck. The northeast view showed the existing ground story windows proposed to be replaced. The existing conditions and an interior perspective were shown of the three ground level windows visible from S. High Street. Windows 1 and 2 were along the west elevation. Window 11 is along the north elevation.

The proposed site plan highlighted the proposed exterior modifications: replace all ground level windows; modify and increase the size of an approved 468-square-foot deck to 490 square feet to accommodate an improved ADA ramp design; and provide an 18-inch off-set of the deck from the rear elevation as conditioned by the ARB in October. The lot coverage slightly increased with the deck revisions, but both lot coverage and setbacks continue to be met.

Graphics of the west and north elevations showed the revised deck/ramp design that included an off-set revision to distinguish between the historic structure and new construction. Windows 1, 2, and 11 on the ground level are proposed to be replaced. The applicant received a condition of approval by the ARB to consider storm windows or to present window repairs at the October meeting. The applicant has since indicated that replacement is necessary due to the extent of deterioration. Staff is supportive of the window replacements except windows 1, 2, and 11. Staff is concerned that replacing the windows will negatively affect the character of the building, since exact window size dimensions were not provided during plan review. Graphics of the east and south elevations showed part of the revised deck and ground level windows 3 through 10 to be replaced. Staff was informed the existing window dimensions were noted incorrectly on the plans; correct dimensions are to ensure like-for-like replacements.

Materials for the deck were previously approved by the ARB, but the proposed Jeld-Wen, AuraLast pine windows with simulated divided lites and clear glazing have yet to be approved. The interior/exterior framing and muntins will be painted white to match the building trim as previously approved by ARB; and window hardware will also be white.

The application was reviewed against the Minor Project Review Criteria. Staff recommended approval of the Minor Project with a total of four (4) conditions:

- 1) That the applicant revise window 2 from a six-over-six window to an eight-over-eight window and provide a window elevation from Jeld-Wen, subject to Staff approval, prior to the revision of the existing building permit;
- 2) That the applicant ensure that window dimensions (overall, muntins, and glass area) for windows 1, 2, and 11 match the existing windows, subject to Staff approval, prior to revising the existing building permit. If the window manufacturer cannot provide matching window frame dimensions,

then the applicant is required to seek a new manufacturer or custom fabrication that can provide exact replacements or use interior/exterior storm windows.

- 3) That the applicant provides updated dimensions for all existing and proposed windows to show like-for-like replacement sizes, prior to installation, subject to Staff review and approval; and
- 4) That the applicant works with Engineering to provide erosion and sedimentation control measures to the satisfaction of the City Engineer.

Applicant Presentation

Jeff Baur, JBM Development, LLC, 114 S. High Street, Dublin, OH, thanked Staff. He has no intention of expanding or contracting the window openings; the wrong dimensions were a clerical error only.

Public Comment

There were no public comments received.

Board Discussion

Ms. Damaser – She asked the applicant about the erosion and sedimentation control plan.

Mr. Baur – City inspectors have been on-site almost daily and today was the first time he had heard of the needed erosion and sedimentation control plan but planned to comply.

The Chair – He asked the applicant if he was comfortable with the conditions.

Mr. Baur – He requested clarification on three windows (1, 2 & 11) as the other eight windows are ready to be replaced like-for-like.

The Chair – The concern was the content of two paragraphs where the applicant stated “if they do not fit quite right, we will shim and add trim”. There should not be trim added to make them fit. Further, most historic storm windows are on the outside.

Ms. Taylor – She clarified condition two: The proposed muntins and overall dimensions are required to match the existing window dimensions, and Staff has not received the existing dimensions for proper comparison.

Mr. Baur – He assured the Board, that with Staff’s guidance, he will provide what is needed.

Mr. Jewell moved and Ms. Damaser seconded, to approve the Minor Project with four (4) amended conditions:

- 1) That the applicant revise window 2 from a six-over-six window to an eight-over-eight window and provide a window elevation from Jeld-Wen, subject to Staff approval, prior to the revision of the existing building permit;
- 2) That the applicant ensure that window dimensions (overall, muntins, and glass area) for windows 1, 2, and 11 match the existing windows, subject to Staff approval, prior to revising the existing building permit. If the window manufacturer cannot provide matching window frame dimensions, then the applicant is required to seek a new manufacturer or custom fabrication that can provide exact replacements or use interior/exterior storm windows;
- 3) That the applicant provides updated dimensions for all existing and proposed windows to show like-for-like replacement sizes, prior to installation, subject to Staff approval; and

- 4) That the applicant works with Engineering to provide erosion and sedimentation control measures to the satisfaction of the City Engineer.

Vote: Mr. Cotter, yes; Mr. Alexander, yes; Ms. Damaser, yes; and Mr. Jewell, yes.
[Approved 4 – 0]

Presentation by City Engineering

Brian Gable discussed the Utility Relocation Project: Franklin Street extends from Bridge Street to North Street through the school property and will be reconstructed from Bridge Street to Sells Alley, adjacent to La Chatelaine and the Dublin Community Church. A traffic signal will be installed at Bridge Street and Franklin Street creating a four-way with pedestrian crossings at each segment. The pedestrian signal at Bridge Street and Darby Street will be removed. The overhead/aerial utility lines will be buried.

Site coordination with Dublin City Schools was required for the historic property owners very close to the site as the City will realign the bus driveway and modifications will be made to the pedestrian paths within the school site. The Darby Street Parking Lot will be impacted where many utility items will be located underground. A short retaining wall and landscaping will be added. J Liu's exit to Bridge Street will be lost, but a new drive across from the school's driveway made of brick pavers will be gained. One parking space will be eliminated. Temporary grading will impact the Dublin Community Church. Minor adjustments will be made to Olde Dublin Town Center II's sidewalk.

A rendering of the proposed streetscape was presented. Driveways will be made of pavers so they are not mistaken for streets and to make drivers aware there could be pedestrians present. Street trees, brick sidewalks, permeable pavers, parking bays, granite curbs, street lights, and other aesthetic features will be included in the streetscape, which match the streetscape at the Columbus Metropolitan Library - Dublin Branch. Utility screening is modelled after the S. High Street Utility Burial Project. Utility-type equipment will be relocated to centralize them and greater landscape screening will be used. Grasses will be planted in front of AEP's doors on the electrical boxes to still allow access; AEP considers grasses, no matter how tall they grow, to be traversable.

For the timeline, City Council accepted the bid on November 14, 2022. The utility relocations are on-going. Materials are being gathered and will move forward in January 2023. Construction will likely begin in February/March 2023 with the south side of Bridge Street. Once that is substantially completed by Sells Alley, the project will move on the north side of Franklin Street with the extension itself. The third part will be to finish up the landscaping there, with all to be completed by November 2023, barring any material issues that are plaguing the construction industry right now. Landscaping for the Darby Lot will be Administratively Approved by Staff by the end of November 2022 but comments/feedback from the ARB are welcome.

Mr. Cotter – He asked about the budget for the project. He said it looked good.

Mr. Gable – The construction budget this year was \$2.17 million.

Mr. Jewell – It is going to look great! He liked the project plans.

The Chair – We usually defer to Ms. Holt when it comes to landscape so none of us will have any input on that part of the project.

Ms. Damaser – It looked really good and will be a great improvement to the area.

Mr. Alexander – He asked if there was anything this Board could do.

Mr. Gable – They do their best to work through the Planning Department. They are on the ARB agenda for February for a Minor Project Review for one of the properties within the location of this project.

Presentation by City Transportation and Mobility

Tina Wawskiewicz said Tom Brown from Nelson Nygaard, the consulting team on this project, will join the discussion about the Curb Management Pilots. The division of Transportation and Mobility was created about one year ago. JM Rayburn of our group previously reached out to the ARB about mobility ideas and concepts in the Historic District. This project also carries over to Bridge Park. The group has been partnering with the Planning Division to devise parking solutions.

There is a study underway to understand, organize, ease operations, and reduce conflicts between the competing needs at the curb side. The study builds from earlier studies done in the Historic District that have identified needs and opportunities prior to Covid and the parking garage built near the library. Some of the challenges are new and some are the same: loading/unloading; high demand for on-street parking; and some that were even mentioned during a case reviewed earlier this evening. Additional activity overall will be happening in these areas: bicycles; scooters; micro-transit shuttle; more food pick-up/deliveries; and more pedestrian activity as more builds are going into this area.

The curb zone is the more traditional parking area. The furnishing zone includes vertical elements like street trees, street lights and signs, and bike parking. The sidewalk zone provides the clear walkway for pedestrians. There are two phases to the project, and most of Phase 1 has been completed that included: a review of existing conditions; research of best practices; and a significant amount of stakeholder engagement. Nelson Nygaard coordinated the efforts and created data of the Inventory and Occupancy in these areas.

One of the main goals for the Historic District is to make it more accessible and easier to navigate by increasing the awareness of ample and free off-street parking and garages. There are ways to move around the district without getting back into the vehicle for every trip.

In Phase II, the physical technology available to help the City understand and promote the concepts of a more walkable environment will be reviewed. The first focus area are on-street conditions that include: deliveries, loading/unloading occurring, double parking conflicts, and occupancy within the parking areas by vehicle type along with pedestrian and vulnerable users. Off-street conditions are the second area, which include: parking garages, surface lots, and promoting those areas for those that do not need to be in the street. The off-street part of the study also focuses on an increase in occupancy and availability. The goal is to get drivers to the garage to park and then provide the opportunity for the drivers to be pedestrians throughout both districts. Our garages are not monitored right now, but the goal is to collect that data for in/out and display it out to the public. There will be a lag of six months between understanding how the data will be collected, interpreted, and tested for accuracy, and the actual roll out to the public via the GoDublin App or display to encourage off-street parking. The focus will be on the Library Garage and the parking garages on Block B and D.

On-street deployment areas of 11 cameras are on N. High Street between E. Bridge Street and the north end of Veteran's Park. On Longshore Street, 9 cameras will be placed between Banker Drive and Tuller Ridge Road. This is to gain the most information during a 12-month period for moving forward beyond the pilot. One of the solutions is a camera and a computing device mounted on light poles that are battery/solar powered to capture this information via cellular data transmissions.

Mr. Alexander – He asked if the group will be monitoring the conflict that Mr. Jewell pointed out earlier regarding trash pick-up.

Ms. Wawskiewicz – Yes, it will be one of the main focus areas. Staff is considering which technologies to test in the Phase II pilots to see how much and how quickly we can identify issues and how quickly we can react. One very fortunate thing particularly for the Historic District was opening that parking garage in 2018 - a game changer. Loading/unloading is one of the City's highest priorities for conflict reduction. Delivery drivers are trying to do their job; they want to get in/get out, get their product where it needs to go, and move on. We appreciate that but we also need them to respect the laws and be safe in the public right-of-way.

Mr. Alexander – The Board has approved so many projects where parking Waivers are granted assuming someone has identified the number of cars added will fit in the garage. He asked if someone was tabulating how much pressure is put on the capacity of that garage when Waivers are granted.

Ms. Wawskiewicz – Her group has done that internally with the assistance of the Planning Department. Conditions are verified, but she did not recall if it was completed after every case or periodically.

Tom Brown, Nelson Nygaard, 3038 Yorkshire Road, Cleveland Heights, OH, stated there will be longer-term value adds with off-street technology that will be piloted. The first benefit to be secured is pushing out information because we found with our counts there is always significant availability in all of the garages, but if there are four levels of a garage and a driver does not find a space until the fourth level, during the trek through the first 3 levels there is a concern if a space is going to be found or not. It is more about reassuring people they are going to find plenty of parking in garages. But we need for that to be accurate and verifiable when vehicles appear. A secondary benefit will be the ability to continually track the impact of the latest development approved and verify there was capacity to support some of the demand with existing supply. Whatever we proved in the past has worked out well because there is significant capacity in the garages but at some point, that may change and going forward with capturing this data, we will know.

Trash pick-up is an interesting example of not having the tools needed to thoroughly understand what is happening and another good reason to pilot this and invest in these cameras, but that is being evaluated with the different technologies, and one of those being tested will have the capacity to capture all of that. Mostly, the focus will be on patterns of conflicts (trash, door dash) and if interacting with pedestrians is in a way that is unsafe. We will be able to determine if they are double-parked and for how long. It will be interesting to see what all is documented, but the primary driver was there is increased messiness at the curb. Particularly, the door dash delivery drivers, as there are not a lot of easy solutions because they are in/out so quickly. Unlike an Uber or Lyft driver, they cannot be controlled with GEO fencing. The first step is documentation, knowing where the impacts are most significant, and finding what tools the City needs to address the issues in a way that works for everyone.

Mr. Jewell – Double-parking forces people to drive left of center to get around the vehicles and that is the issue he found right before a light which puts the driver right at the intersection, and when it is a trash truck, they are large. There is definitely a significant opportunity for utilizing more technology.

Mr. Cotter – He did not understand why there is even curb parking available on N. High Street. He hoped this study will determine we have enough parking and that on-street parking could be eliminated, or something else, or only available for ADA. He asked if then reallocating parking to be less intensive in one way could be part of the solution.

Ms. Wawskiewicz – That is the City's goal. Part of it is just seeing it. Having the technology in the Phase II pilot to be able to capture, understand, and implement the tools the City will have to effectively use spaces along a curb.

Mr. Alexander – He asked if the City can create an Ordinance to limit pick-ups for things like trash in the District to certain hours.

Ms. Wawskiewicz – That might be a question for Legal.

Ms. Holt – She recalled something regarding restaurant delivery and pick-up but did not recall if it specifically addressed trash. If it does not, it might be something for the City to consider amending.

Mr. Alexander – That may be a way out of the trash dilemma discussed earlier.

Ms. Damaser – She asked what the cameras will capture.

Ms. Wawskiewicz – There are a couple of different technologies and they are not actually all cameras. Some of it is live art technology. Some cameras pick up a stream/a constant video and some capture a photo a certain number of times in a minute/second because there is enough static. Especially, when there is not a reason to continually stream because that takes a lot of data, memory, and power. Part of the goal in testing multiple technologies is to see where we want to land with the data collection and what is better for our City's needs. Staff is learning as we enter into this Technology Pilot in Phase II.

Ms. Holt – Under Eating and Drinking Establishments in the Code, and specific standards for those uses, it states, deliveries and refuse but not limited to, grease traps, recycling and trash pick-up in Historic South District shall be limited to between the hours of 8 am – 5 pm. The City could expand/revise that time frame if felt to be necessary.

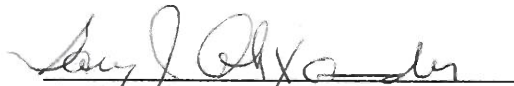
Ms. Wawskiewicz – The reason is probably because it is residential there and these events are noisy, wanting to eliminate the sound of the dumpster hitting the ground at 3 am.

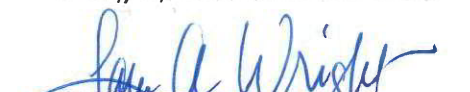
Ms. Damaser – That is also a peak time for curb use.

Communications

- 2023 – 2024 Board Meeting Dates were provided for the Board's consideration to adopt at the December 12, 2022, meeting.
- Cyber Security Training to be completed in Cornerstone by November 25, 2022.

The Chair adjourned the meeting at 9:40 p.m.


Chair, Architectural Review Board


Administrative Assistant II, Recorder