



MEETING MINUTES

Planning & Zoning Commission

Thursday, April 20, 2023

CALL TO ORDER

Mr. Supelak, Vice Chair, called the meeting to order at 6:30 p.m. and welcomed everyone to the April 20, 2023 Planning and Zoning Commission meeting. He stated that the meeting also could 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

Mr. Supelak led the Pledge of Allegiance.

ROLL CALL

Commission members present: Jamey Chinnock, Warren Fishman, Lance Schneier, Kathy Harter, Mark Supelak, Kim Way

Commission members absent: Rebecca Call

Staff members present: Jennifer Rauch, Jesse Shamp, Taylor Mullinax, Zachary Hounshell, Michael Hendershot, Heidi Rose

ACCEPTANCE OF DOCUMENTS/APPROVAL OF MINUTES

Mr. Supelak moved, Mr. Way seconded acceptance of the documents into the record and approval of the 04-06-2023 meeting minutes.

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

[Motion approved 6-0.]

Mr. Supelak 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. He swore in those present who intended to provide testimony.

Mr. Supelak stated that there are two cases eligible for the Consent Agenda, State Bank, 22-010PP, Preliminary Plat and State Bank, 22-011FP, Final Plat. He asked if any Commission member wished to move the cases to the regular agenda for discussion. No member requested the cases be moved.

2. State Bank at 4056-4080 W. Dublin Granville Road, 22-010PP, Preliminary Plat

Re-subdivision of three existing lots on a ±2.4-acre site into a 1.259-acre lot and a 1.179-acre lot. The site is zoned Bridge Street District, Office and is located northwest of the intersection of W. Dublin-Granville Road and David Road.

3. State Bank at 4056-4080 W. Dublin Granville Road, 22-011FP, Final Plat

Re-subdivision of three existing lots on a ±2.4-acre site into a 1.259-acre lot and a 1.179-acre lot. The site is zoned Bridge Street District, Office and is located northwest of the intersection of W. Dublin-Granville Road and David Road.

Mr. Way moved, Mr. Fishman seconded approval of the Consent Agenda recommending City Council approval of the Preliminary and Final Plats with the following four (4) conditions:

- 1) The applicant make any minor technical adjustments to the plats, prior to submission for acceptance to City Council; and
- 2) The applicant apply for a demolition application to the Administrative Review Team and a demolition permit for the structures on 4056 and 4070 W. Dublin-Granville Road, prior to the plats proceeding to City Council for acceptance;
- 3) The plats are recorded and existing structures are demolished within one year of City Council approval; and
- 4) The future developer of Lot 1A and Lot 2 construct pedestrian access between Lot 1 and the adjacent properties Lot 1A and Lot 2.

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

[Motion approved 6-0.]

NEW CASE

1. Fischer Homes at PID: 273-012992, 23-030INF, Informal Review

New development consisting of 55 residential townhomes on a 3.73-acre site zoned Bridge Street District, Sawmill Center Neighborhood. The site is located southwest of the intersection of John Shields Parkway with Village Parkway.

Case Presentation

Mr. Hounshell that this is a proposal for a new residential development on a 3.7-acre site located southwest of the intersection of Village Parkway and John Shields Parkway within the Bridge Street District (BSD). The Informal Review is an optional first step in the development review process. No determination will be made in this review step. Though the site is currently vacant, it was previously the location of the Byers Dublin auto dealership in 2015. The dealership was demolished and the site reconfigured to its existing state with the construction of John Shields Parkway. The undeveloped site is lined by mature trees in a storm easement along the south periphery, delineating the site from the City-owned open space with shared use path and the Greystone Mews neighborhood further to the south. Tuller Flats is located to the west and Dublin Village Center to the east and the recently approved Towns on the Parkway site to the north. A storm easement is located at rear of the site. The Code provides a hierarchy of requirements for establishing a gridded street network. The Street Network Map, part of the Thoroughfare Plan,

identifies three families of streets: 1) Corridor Connectors, 2) District Connectors, and 3) Neighborhood Streets. Corridor and District Connectors are often designated as Principal Frontage Streets (PFSs), which are designated to ensure a continuous, pedestrian-oriented block. Anytime new development is under consideration, incremental implementation of the Street Network is required. Village Parkway and John Shields Parkway are both considered District Connectors and Principal Frontage Streets. Similar street frontage treatments will be required along both streets. Significant emphasis in the design for open spaces and architecture is required for sites along streets that are designated PFSs. The site is zoned BSD-SCN, Sawmill Center Neighborhood District. This district has additional criteria and rules. The intent is to provide active, mixed-use, pedestrian-oriented development that interconnects all sites. One of the key items associated with this site is the City-owned John Shields Greenway located to the south side of the site, which will be developed in the future. Additionally, a gateway location exists at the intersection of the two PFSs. Gateway locations are intended to provide a point of identification separating the area from other areas of the City. This can be achieved by unique architecture, landscaping and public open space.

In June 2022, the PZC approved a Concept Plan for a multi-family development consisting of 184 residential units with a combination of podium and surface parking. That proposal, which included both multi-family apartment units and townhome units, was with a different developer and is not associated with this new proposal tonight. That earlier proposal was approved with a number of conditions and two waivers regarding block dimensions and vehicular access from a PFS. The same waivers would be needed for this application, should it move forward. The Commission expressed concerns about that application related to the 4.5-story building, limited open space and lack of engagement with the greenway to the north, and lack of interaction of the gateway at the intersection.

This new proposal is for 55 single-family, connected townhome units on the 3.72 acre site, which is approximately 14.8 units/acre. They are proposing 0.78 acres of open space on the site. Up to six townhomes would be connected with a height of 3.0-3.5 stories. A centrally located access will be provided. They would not be public streets but drives providing access to the garages at the rear of the townhomes. All buildings front some form of greenspace. The proposed emergency access will not be paved but be comprised of a specialty paver. Washington Township Fire Department has expressed some concerns about the site access. Mr. Hounshell provided a description of the proposed open space locations and noted that the applicant had provided inspiration images of the potential architecture of the 3.0-3.5 story townhomes with rear-loaded garages and front walkout patios.

Staff has provided the following four discussion questions:

- 1) Does the development meet the recommendations and requirements of the Sawmill Center Neighborhood District?
- 2) Is the Commission supportive of the proposed site layout?
- 3) Is the Commission supportive of the conceptual architecture?
- 4) Is the Commission supportive of the conceptual locations and types of open space on the site?

Commission Questions for Staff

Mr. Chinnock requested clarification of the site access issue.

Mr. Hounshell responded that the proposed emergency access would likely be eliminated. The applicant would address this, should the application proceed.

Mr. Chinnock inquired if the applicant had provided turning radius information.

Mr. Chinnock responded that they have not at this stage.

Mr. Way inquired if the trail connection depicted on the plan is open space.

Mr. Hounshell responded affirmatively. It is City-owned open space.

Mr. Way inquired if the 30-foot stormwater easement is for absorption or retention of stormwater.

Ms. Rose, Engineering, responded that the stormwater easement is to maintain an existing storm sewer that runs through the site. It provides access from east of Village Parkway down John Shields Parkway. It is a utility easement.

Mr. Way inquired if there was ability to have any other access points from John Shields Parkway other than the one across from the Towns at Parkway.

Ms. Rose responded that it is the access point that is wanted there. There is no other place along the frontage that a different access point could be placed.

Mr. Way stated that he understands the issue on the west side of the site, but does the east side loop meet the required turning radius for a fire vehicle?

Mr. Hounshell responded that it does not, but there is already an emergency access on that side of the site. On the west side, there is not that same access. Any time there is a drive longer than 150 feet, they are required to provide some type of turning radius. That measurement has not been provided at this stage but would be later in the process.

Mr. Way stated that there are a number of pedestrian walkways across the open space corridor. Are there any limitations regarding number or locations where they can occur?

Mr. Hounshell responded affirmatively, although that topic has not been addressed at this point. One example is the greenway along Tuller Flats to the west. Staff will work with the applicant to minimize the number of walkways cutting through there.

Mr. Schneier inquired if the stormwater easement was included in the open space calculation.

Mr. Hounshell responded that the open space breakdown was not provided to staff, so he would defer that question to the applicant to answer.

Mr. Schneier inquired if the proposed 55 units would exceed the density limitations of the Bridge Street District.

Mr. Hounshell responded that the density intent of this district is higher than other areas of the City, and he does not believe there is a minimum or maximum density. In context with the surrounding area, Towns on the Parkway was approved for 154 units on 11.6 acres or 13-14 dwelling units (du)/acre. With 420 units, the Tuller Flats apartment development is 20 du/acre. The Greystone Mews duplex development to the south is 5-6 du/acre. The proposed development of 55 units is 14-15 du/acre.

Mr. Schneier stated that the staff report refers to a limit of 8 units per building.

Mr. Hounshell responded affirmatively; that is the limitation for attached townhomes. The proposal is for 4 to 6 units per building.

Ms. Harter inquired if the existing trees and vegetation would remain.

Mr. Hounshell responded that anything within the storm easement would remain, which is where the majority of the mature vegetation is located. In regard to the previous question asked, the previous approved Concept Plan was for 175 units split between townhomes and apartments, which was 47 du/acre.

Mr. Supelak inquired if there are stipulations that an area may not qualify as open space unless it is along the street frontage.

Mr. Hounshell responded that the stipulation for public open space is that it needs to be contiguous with the boundary of public frontage. Anything along the John Shields Parkway and Village Parkway property lines could be considered for public open space. As shown, the proposed pocket park would not meet that requirement. However, how the open space requirements are met typically is reviewed with the Preliminary Development Plan. Based on the number of residences, the applicant would be required to provide .25 acre of open space. Currently, they are providing 3 times that amount, but they do not know yet how much of it would meet Code requirements.

Mr. Supelak inquired if open space adjacent to the trail at the rear of the property, which is public open space, would qualify.

Mr. Hounshell responded that staff would need to look into that further. That adjacent development was built in approximately 2004, so it predates the Bridge Street Code requirements.

Applicant Presentation

Amanda Webb, Fischer Homes, 3940 Olympic Boulevard, Erlanger, Kentucky stated that she is representing Fischer Homes and their proposed Grand Communities development on Tuller Parkway. The company has existed for 40 years and been in the Columbus market since the early 2000s. She presented an overview of the site. It is surrounded by City property with a greenway on the north side and an additional trail and greenway on the south side. They will not be building into that greenway. They are proposing 55 3-story, fee simple townhomes, which will be accessed via rear-loaded garages. In regard to the massing, they can have as many as 8 or as few as 3 connected townhomes. Due to its shape and size, it will be a challenge to extend a roadway through the site. They have been working with staff on that item. This 3-bedroom product is geared toward empty nesters or young professionals. She showed elevation renderings of possible architectural styles -- Modern Farmhouse, Contemporary and Traditional American. They are looking for the Commission's guidance on the community layout, including the gateway location at the intersection of John Shields Parkway and Dublin Village Parkway.

Commission Questions for Applicant

Mr. Chinnock stated that one of the challenges with the proposed project is the access on a tight site. Dublin Village Parkway is the principal frontage. What is the applicant's intent regarding making the elevations on that roadway more compelling?

Ms. Webb responded that their intent is to have high impact architecture along the sides of the buildings and to emphasize their landscaping along Dublin Village Parkway. It was left open because they had anticipated being required to add an emergency access. Due to recent conversations with staff, they now have the opportunity to rotate the buildings so that there is frontage along Dublin Village Parkway, depending on the City's preferences.

Mr. Chinnock inquired if they had considered extending the usable greenspace along the City's greenway on John Shields Parkway.

Ms. Webb responded that their intent was to pull the buildings as close to the street as possible, based on the Bridge Street District Code. They have some flexibility, however, if they need to be aligned differently. Initially, they had proposed 4-5 pedestrian connections to John Shields, but per discussions with City staff, they learned those would not be permitted. That will enable them to position the buildings differently. Her understanding is that the trail on the south side was public greenspace, and the stormwater easement would count toward the open space calculation. There is also a pocket park. They can move the open spaces around to meet the intent of the Code.

Mr. Schneier stated that there are no amenities for the residents in the proposal.

Ms. Webb responded that the location itself would be an amenity, as well as the pedestrian and bikeway trails.

Mr. Schneier inquired if there would be a clubhouse.

Ms. Webb responded that there would not.

Mr. Schneier inquired if the applicant had considered adding a commercial element along roadway frontage.

Ms. Webb responded that they did not. Their intent is that it be a residential development only.

Mr. Fishman stated that he likes the proposed architecture -- similar to the architecture of single-family homes, as this type of architecture is not common within Bridge Park. His primary concern is usable open space. How large is the triangular piece of land?

Ms. Webb responded that she is unsure of the square footage, but the deepest portion is approximately 60 feet. There is a Code provision that requires a minimum of 200 square feet.

Mr. Hounshell responded that the requirement is dependent upon the type of public open space. Each has a minimum size, width and length requirement. At this stage, that has not been fully contemplated.

Mr. Fishman suggested that if they eliminated the one 5-unit building at the entrance, it would provide opportunity for usable open space. Sufficient greenspace is needed to serve the residents. As proposed, there is only the City right-of-way and an additional small sliver of land.

Mr. Supelak complimented Ms. Webb on an excellent presentation.

Public Comments

Before Meeting

Ms. Rauch stated that there were a number of public comments sent in, which were included in the Commissioners' packets prior to the meeting. The general sentiments shared were general development concerns, insufficiency of the open space, density, traffic, access and maneuverability, impacts on the surrounding area and walking path connection. This additional public comment was received this evening:

Diane Cartolano, 3390 Martin Road, Dublin, OH:

"The density of this project seems a bit much to say the least. At the March 2, 2023 meeting, PZC disapproved a previous Fischer Homes proposed development of 53 units at Bright Road and Emerald Parkway on 18 acres, so it seems illogical that 55 units would be approved for just 3.71 acres. These continued high-density projects in and around Bridge Park will add yet more traffic and continue to negatively impact Dublin's stated goals of making the area more walkable and pedestrian friendly – Bridge Street Corridor Vision Principles #1 and #5, as well as further

deteriorate what little greenspace is left in the area. This contradicts Vision Principle #3 regarding Dublin's commitment to environmental preservation and sustainability. Furthermore, where would guests, service vehicles and emergency vehicles park? This is too much for too little space.

At Meeting

Robert Brooks, 4246 Tuller Ridge Drive, Dublin, OH stated that he is a resident of Greystone Mews, which is adjacent to the proposed development. He wants to express his opposition to the proposed connector due to concern regarding the security and privacy of the Greystone Mews residents, although residents on the other side might have the same concerns. He would suggest the applicant eliminate the connector and establish a stronger buffer zone to discourage traversing between the two private properties.

Phillip Beckwith, 6739 Cooperstone Drive, Dublin, OH stated that he also lives in Greystone Mews. He stated that he really enjoys living in this area. The Bridge Park development is beautiful and fun. However, as the Bridge Park has continued to develop and become more dense with housing, the open-air greenspace continues to disappear. The urban concept becomes a parody of itself. He would oppose any development that eliminates usable open greenspace. His primary criticism with the development is the elimination of greenspace within this area.

Commission Discussion

Mr. Chinnock stated that greenspace is a major concern with this proposal. The proposed layout is not scaled appropriately for the site. The Village Parkway views and the gateway are concerns. Those are addressed primarily as after thoughts with the conceptual layout. Additionally, he does not believe the proposed architecture fits the area. He would challenge them to consider materials that reflect the Bridge Street character or the character of the area. He is supportive of the suggestion for mixed-use that was offered, which would be consistent with the spirit of the Bridge Street District. He believes the addition of greenspace and amenities for the residents would be an improvement.

Ms. Harter stated that this is an important area and the proposed development must consider both what exists and what is anticipated. Providing more greenspace is important. She found the proposed architecture a little busy, and the rooflines were too "hard."

Mr. Way stated that this site is interesting; it sits between the denser part of Bridge Park and what will be evolving in Dublin Village Center. What is proposed is an attached single-family development between potentially denser areas of development on each end. This is the right product for a transitional site located between Towns on the Parkway and Greystone Mews. He believes the architecture transition should be reflective of the adjacent housing developments. He is not supportive of building housing off a street and connecting to the street with a walkway. The rear-loaded garages are fine, but he would encourage every unit be on a street or a fronting driveway. This is a tight site, but if it is possible to add another drive or street on the south side that would provide a front door to all these units, it would be an improvement. He agrees that Village Parkway needs to have fronting units, similar to John Shields Parkway. Perhaps they could turn the units to face Village Parkway and turn other units to face the entry drive. He is not sure if another drive could be added on the south side against the stormwater easement to permit the units on that side to front a street. He would encourage them to explore turning the units to be perpendicular to John Shields. He is not supportive of a long pedestrian walkway that does not have any other

public access. He does not have an issue with the townhouse environment or the rear-loaded garages.

Mr. Fishman stated that he believes there is a need in the plan for more usable greenspace. One way to achieve that would be to have fewer units; it would produce a more attractive site. He likes the proposed architecture. It is a single-family home look not seen much in Bridge Park.

Mr. Schneier stated that he also has no objection to the architecture, and he likes the single-family appearance. However, he has several other concerns – density, driving, parking, greenspace and cost. He believes the City should be looking for opportunities to create affordable housing. However, if the density is reduced, it probably becomes less affordable. His struggle is with reconciling the density and the greenspace. In regard to the greenspace on Village Parkway -- while greenspace is good, he believes something else should be there, perhaps a building, a small commercial strip or a clubhouse for the development – something to provide more interest as the site transitions between the proposed project to Village Parkway. He has no objection to the townhouse project or the density, but he would like to see more greenspace.

Mr. Supelak stated that this site is a struggle in a variety of ways. Everything happening on John Shields has the right feel, but at the end, that view disappears. It is questionable if the front doors on the backside of the proposed development would be used. The conceptual layout needs some work. Right now, this site is a lovely field. While landowners have the right to develop, the Commission strives to help that development be done well. There are Code requirements in place to ensure greenspace continues to exist. The proximity, location, visibility and access of those pocket parks and greenspaces are important elements of the Code. Those elements are not formulated well in this concept. This site needs a second access point, but there is no acceptable option. He is supportive of the residential use, but there are issues with the layout, as has already been stated. He appreciates that the three architectural styles shown are not flat; there is “push and pull” on the facades. He finds the architecture agreeable, although it could be better tailored to this location, drawing from the adjacent developments. He asked the applicant if they had any questions.

Ms. Webb responded that she appreciates the Commission’s feedback. In regard to the south side of the site, they initially considered some perpendicular rows of homes, but staff discouraged that idea. Fischer Homes does have a front-loaded product, which they could place on the south side. With that complementary product, the fronts would be on the private street. Would the Commission entertain that type of housing product?

Mr. Way stated that the concept presented makes sense, but it needs a street on the other side to make it succeed; that is a challenge. He believes mixing the front and rear-loaded units could create a schizophrenic feel for the neighborhood. Perhaps they could explore and share that concept.

Mr. Schneier expressed agreement. He believes the rear-loaded concept was a positive element.

COMMUNICATIONS

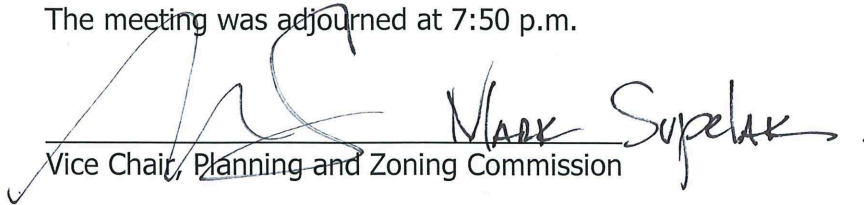
Ms. Rauch:

- Provided a brief overview of the April 17 and 18 kick-off meetings of the Envision Dublin Community Plan update, which were led by the Community Plan consultants.

- The 5/04/2023 PZC meeting has been canceled. The next regular meeting of PZC will be held at 6:30 pm, Thursday, May 18, 2023.

ADJOURNMENT

The meeting was adjourned at 7:50 p.m.



Vice Chair, Planning and Zoning Commission



Assistant Clerk of Council