



MEETING MINUTES

Planning & Zoning Commission

Thursday, August 18, 2022

CALL TO ORDER

Ms. Call, Chair, called the meeting to order at 6:30 p.m. and welcomed everyone to the August 18, 2022 Planning and Zoning Commission meeting. She 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

Ms. Call led the Pledge of Allegiance.

ROLL CALL

Commission members present: Rebecca Call, Lance Schneier, Warren Fishman, Kathy Harter, Mark Supelak, Jamey Chinnock, Kim Way (virtual)

Staff members present: Jennifer Rauch, Tammy Noble, Sara Holt, Thaddeus Boggs, Zachary Hounshell, Michael Hendershot, Tina Wawskiewicz

ACCEPTANCE OF DOCUMENTS

Mr. Fishman moved, Mr. Supelak seconded acceptance of the documents into the record and approval of the minutes of the 07-07-22 meeting.

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

[Motion approved 7-0.]

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 who anticipated testifying on the evening's cases.

NEW CASES

1. **Amlin Crossing at PIDs: 274-001307, 274-001004, & 274-001218, 22-043CP, Concept Plan**

A proposal for development of ±101.1 acres consisting of 190 single-family homes and 235 townhome units. The site is zoned Rural District and is located along the east side of Cosgray Road, ±1,300 feet south of the intersection with Rings Road.

Staff Presentation

Ms. Holt stated that the applicant is seeking initial nonbinding feedback of a Concept Plan for a Rezoning and Planned Unit Development Plan.

The site is in the southwest area of the City, bounded by Cosgray Road and the CSX Railroad. It is located 1,300 feet southeast of the intersection of Cosgray and Rings Roads, just south of the Village of Amlin. The site, which is primarily farmland and woods, is zoned R-Rural District and is adjacent to Washington Township, City of Columbus and City of Dublin. A previous iteration of this project was reviewed by the Planning and Zoning Commission (PZC) on December 8, 2021. At that time, 505 lots were proposed on 101 acres, with a similar mix of single family detached and attached products. The Commission voiced concerns with the following:

- Conflicts with Community and Area Plans;
- Inadequate setbacks at railroad and Tuttle Crossing Boulevard;
- The streetscape had a high focus on garage doors and driveways; and
- Provision of the future right-of-way for Tuttle Crossing Boulevard on the project site.

The applicant has revised the plan and is presenting it today with the following changes:

- Removal of three acres in the center of the site;
- Density revised to 4.2 du./acre, where previously it was 5.0 du./acre;
- Tuttle Crossing Boulevard right-of-way is provided fully on this site;
- Three development areas are provided, where previously there were two;
- New product types face common greens with private alley access.

The Community Plan contemplates mixed residential, medium density, which equates to 5.0 dwelling units (du.) per acre in a walkable neighborhood at a village scale. The Special Area Plan contemplates a Village of Amlin gateway with a mixed-use village center with medium density; a mixed residential rural density in the south, which equates to 1.5 du./acre; open space on the east side of the property; a 200-foot railroad setback; and a 200-foot Tuttle Crossing Boulevard setback. The applicant states that the Special Area Plan, which was approved in 2013, is out-of-date. While staff agrees generally, there are some concepts that are applicable to this proposed development. The 2013 Thoroughfare Plan anticipated the extension of Tuttle Crossing Boulevard through this property in a northwest angle. The Phase 2 Feasibility Study for Tuttle Crossing Boulevard, completed in 2020, showed a 116-foot right-of-way, allowing for shared-use paths and medians, recommended a railroad overpass, and an east-west alignment of the road extension through this property. The applicant has expressed concerns about the strict application of the Southwest Area Plan with the new Tuttle Crossing Boulevard alignment, as that plan was organized around the previous road alignment. That alignment created a large development area in the southwest corner; the new alignment compresses that area. The applicant indicates that combining the anticipated setbacks along both Tuttle Crossing Boulevard and the railroad would comprise 22% of the site, and the anticipated grading for the proposed railroad overpass would take up further space.

Staff has provided the following questions for the Commission's review of this Concept Plan:

- 1) *Is the Commission willing to support the deviations from the Community Plan and the Special Area Plan?*

Because circulation is a driving factor in the layout of this development, the applicant provided a proposed circulation plan (shown). Staff has some concerns, as there is a need for a continuous north-south public road through the site; some intersection configurations need adjustment; and

public access is needed from the south into the remnant parcel. Public access to the largest Amlin parcel is provided with this proposal.

2) Is the Commission supportive of the proposed density and conceptual site layout?

Of this 101-acre site, the gross density is 4.2 dwelling units (du.) per acre. There are three separate development areas. Area A1 - 31 acres with 140 detached single-family units; Area B1 - 10 acres with 50 detached condominiums; Area B2 - 20 acres with 235 townhomes (a mix of 2.5 and 3.5 stories). For reference purposes, the adjacent density of Hayden Farms to the south is 4.9 du./acres; the Village of Amlin to the north is .53 du./acres; the large lots in Washington Township to the west are .25 du./acre.

3) Does the Commission support the development setbacks along Tuttle Crossing Boulevard (50-foot minimum) and the railroad (100-foot minimum) as shown, which differ from the Special Area Plan recommendation of 200 feet for both?

Staff's concerns with the proposed development pods of A1 - homes fronting common greens with access from private lanes; B1 - detached condominium homes fronting open space; and B2 - attached townhomes were noted.

4) Is the Commission supportive of the conceptual open space locations including preservation of natural features?

City Code requires 15 acres of open space is required; 46 acres is proposed, but the future right of way for Tuttle Crossing Blvd. was included and should not have been. The 10-acre regional park will function as a neighborhood park. Staff has concerns about tree and wetland conflicts. There are shared use paths along the railroad and Cosgray Road, and the majority of the homes face common areas, some with stormwater ponds.

5) Does the Commission support the conceptual product types presented with the application?

[Sample elevations and locations were shown.]

Commission Questions for Staff

Mr. Schneier requested clarification of the anticipated Tuttle Crossing extension. Does the developer dedicate the right-of-way for that?

Ms. Wawskiewicz confirmed that is the typical practice, and the widths would be based on The Thoroughfare Plan and the preliminary engineering study. The final responsibility and funding configuration for the infrastructure have not yet been determined.

Mr. Schneier noted that the staff report indicates that the proposed private alleys/roadways by the garages are not an item that the City looks upon favorably.

Ms. Wawskiewicz responded that City Council has discussed previously the issues experienced with neighborhoods, which had private drives for which their homeowner association (HOA) was responsible for the maintenance. Due to the extent and cost of that maintenance, HOAs have requested the City to take on the responsibility for those roadways. The City prefers that if the City will be responsible, the private drives be dedicated as public streets from the outset. If the developer would prefer private drives, that is possible, but it is important that everyone understand that would be a large undertaking for a private development. The HOA would be responsible for the maintenance and upkeep, including snowplowing and resurfacing. In the past, staff has requested that those fees be broken down to provide better understanding of the degree of maintenance needed for the private drives.

Ms. Call requested staff to clarify, when the City does accept the maintenance of private drives, what standards the private drives would need to meet. Would this proposed development meet those standards?

Ms. Wawskiewicz responded that there are City standards for construction of private drives to ensure the private roads can meet fire and emergency access needs.

Mr. Hendershot stated that the construction standards for public roadways are a 12-foot lane width; curbs and gutters; an 8-foot tree lawn width with sidewalks on both sides; and potentially, a shared-use path on one or both sides, depending on the City's bikeway plan. Private drives do not have the same requirements. Private drives may not have curb and gutters, but may, instead, have an inverted crown in the middle of the roadway. That would not meet public street standards.

Mr. Chinnock inquired about the Tuttle Crossing connector. Has the overpass versus underpass for the railroad been determined?

Ms. Wawskiewicz responded that the preliminary engineering study recommends that the roadway extend over the rail.

Mr. Way inquired what would be the elevation of that roadway extension over the railroad.

Ms. Wawskiewicz responded that this is an important rail corridor in the region. The desire would be to have a clearance of two rail cars under the roadway. The height would be similar to that of the Hayden Run Blvd. crossing, located west of Avery Road and south of the Avondale Woods development. The height is approximately 20-25 feet (20 feet for the clearance, a total of 25 feet for the deck and pavement).

Mr. Way inquired if there would also be a large embankment on each side.

Ms. Wawskiewicz responded affirmatively.

Mr. Way stated that the view from the homes on the south side of the future overpass would be of a large embankment.

Mr. Way inquired if the intersections with Cosgray Road had been determined at this point.

Ms. Wawskiewicz responded that they have not, as this is only the Concept Plan stage. In the Preliminary Development Plan phase, a Traffic Impact Study is provided, and Engineering staff will be taking a close look at that. The formal spacing of intersections and improvements and any traffic mitigation needs will be identified.

Mr. Way inquired if two intersections are anticipated.

Ms. Wawskiewicz responded that staff's recommendation is to limit the number to two, which the current application reflects.

Mr. Way requested clarification of the current setback requirements along Hyland-Croy Road for residential developments.

Ms. Call responded that Hyland-Croy has a setback that undulates between 100 and either 150 or 200 feet.

Ms. Rauch responded that the Community Plan recommends 200 feet, but it moves in/out along that corridor.

Mr. Way inquired if that is the desired character the City is attempting to establish along that corridor.

Ms. Rauch responded affirmatively.

Mr. Way requested clarification of the tree and wetland conflicts referred to in the presentation.

Ms. Holt responded that as part of the phase 2 engineering study completed for Tuttle Crossing Blvd., approximately 19.1 acres of wetlands were identified on the site. Staff has made the applicant aware of the need to preserve and incorporate those areas into open spaces with 20-foot setbacks, as required by City Code.

Mr. Way inquired the reason that the railroad setback has been reduced from 200 feet to 100 feet in some areas for certain projects.

Ms. Rauch responded that the setback width varies to accommodate the proposed development, but it has not been less than 100 feet.

Mr. Fishman stated that the construction standards for private alleyways are less than for public streets, so he appreciates the concerns that have been pointed out. What party will be responsible for building the railroad overpass?

Ms. Wawskiewicz responded the responsibility has not yet been determined. Those discussions will occur as the project proceeds to the Preliminary Development Plan stage. That is when an infrastructure agreement would be drafted, if participation were needed from both the City and the developer. None of those details have been finalized.

Mr. Chinnock inquired if architectural details had been proposed at this stage.

Ms. Holt responded that those details are not provided in the Concept Plan stage.

In response to the previous roadway setback inquiry, Ms. Rauch stated that she has pulled up the pertinent information. Hyland Glen has a variable 100-foot minimum setback. That site is narrow, which is probably the reason for the variable setback at the intersection of Hyland-Croy Road and Post Road. Further to the north, the subdivisions on the east side of Hyland-Glen Blvd. have a 200-foot setback along that corridor.

Aaron Underhill, attorney for the applicant, Underhill & Hodge, New Albany, Ohio, stated that also present tonight are Greg Chillog, Edge Group; Jim Hilz, Pulte Homes; and Mitch Acock, design architect. Mr. Underhill provided a brief summary of the changes made in the project per the Commission's previous direction to avoid "more of the same" and "cookie cutter developments." They are now proposing three different types of homes with attached, rear-loaded garages in a village-like layout, all with views of a significant amount of open space. The proposed site plan provides opportunities for future connections and integrations with the Village of Amlin area to the north. He reviewed the development constraints posed by surrounding developments.

Greg Chillog, landscape architect and planner, EDGE, Inc., 330 W Spring Street, Columbus, OH 43215 reviewed their goals, components of the site plan and surrounding conditions/constraints resulting in the proposed layout.

Mitch Acock, Acock Associates Architects, 383 N Front St # 2, Columbus, OH 43215, reviewed the proposed architecture and the intent of a formed community built upon common green areas.

Jim Hilz, Pulte Homes of Ohio, LLC, 475 Metro Place South, Dublin, OH 43017, presented an overview of the proposed townhome product.

Questions for the Applicant

Mr. Supelak requested details specifically about the units proposed along the southern edge of the site, which are adjacent to City of Columbus land. Most of the proposed housing product is rear-loaded.

Mr. Hilz responded that the empty nester housing product is in the southwest corner. There will be a 25 to 35-foot greenspace/landscape buffer separation between this site and the City of Columbus area.

Mr. Fishman inquired about the building materials.

Mr. Acock responded that because this is the Concept Plan stage, those details have not been finalized. The material may be hardiplank; it will not be vinyl.

Mr. Schneier stated that the applicant worked extensively with staff on the proposal, but there were a few items on which they did not agree. Was that due to the marketability factor of the product?

Mr. Underhill responded that is part of the issue. They have proposed the larger home sites of higher value along the northern edge of the site, adjacent to what is now a rural character, but in the future, is anticipated to be a mixed-use environment. These homebuilders are not interested in building next to a more dense product.

Mr. Schneier stated that the detached-garage product is a new housing product in central Ohio. Have they conducted formal market research, or have they proposed this product in response to the Commission's earlier encouragement for a more unique product? He believes there would be some negatives with a detached garage.

Mr. Underhill responded that there will be some potential homebuilders not interested in a detached garage product, but other benefits and opportunities would be provided by the product. The fronts of these homes will have no garages, so it is hoped that the residents will be encouraged to gather in front of homes with great architecture and a beautiful vista of greenspace. Grandview Yard has offered similar products, which have been quite successful.

Mr. Chillog stated that they have conducted market research, and do not believe the proposed product will be a hindrance to the development.

Mr. Fishman inquired how the HOA would be structured.

Mr. Underhill responded that they foresee a master association to maintain the common elements. There would also be three sub associations for each of the communities. In the community in which he lives, he pays a small master association fee and a larger sub association fee.

Mr. Fishman responded that the anticipated homebuyers for this community would be looking for affordable homes. The City wants to avoid having a bankrupt homeowner association in ten years, which is the reason he stresses the need for high quality products, such as brick and hardiplank. It is important to prevent significant maintenance issues for these homeowners occurring within ten years.

Mr. Way inquired if the public streets in the development would have on-street parking.

Mr. Chillog responded that parking on one side of the street is anticipated.

Mr. Way inquired if the on-street parking would be the primary visitor parking.

Mr. Chillog responded that the on-street parking would be primarily for overflow parking, although in the townhome section of the development, it could serve that purpose.

Mr. Way inquired if Amazon deliveries would be made at the back of the homes, where the garages are located.

Mr. Chillog responded that that they have been discussing that solution. At this point, delivery access is anticipated via the private lanes.

Mr. Way responded that is one of the challenges of a front door versus back door arrival concept, which has been discussed for years. It is an issue that would need to be resolved with this project. He requested clarification of the setback between the townhomes and the property line on the southern edge.

Mr. Chillog responded that they have drawn a 25-foot setback line to match the setback on the south side. The position of the units actually will be closer to a 35-foot setback, as they would not be built up to that setback line in the rear yards.

Mr. Chinnock requested more details regarding the intent for the greenspace on the south side of the site. That area may not be accessible to everyone; the courtyards would be limited to the residents in that area. Are any park amenities anticipated?

Mr. Chillog responded that they would be looking into those details with the Preliminary Development phase, based on the marketing indications. The open space network is anticipated to be a publicly accessible system of greenspaces with different characters and functions. Some of those greenspaces will be more linear, and some may appear more private than others.

Ms. Harter inquired if the driveways would be blacktop or concrete; the latter product is longer lasting.

Mr. Chillog responded that detail has not yet been determined.

Ms. Harter inquired if the HOA assessments would be monthly or annual per household. Are there two assessments?

Mr. Underhill responded that they would be annual or quarterly assessments, depending on the amount of the assessment; it would not be monthly.

Ms. Harter stated that if the City were to provide snow removal, there would be no charge to the HOA for that.

Mr. Underhill responded affirmatively.

Ms. Call clarified that the City does not conduct snow removal on private roads.

Mr. Underhill stated that the applicant is open to discussion on whether these lanes should be private or public; there are negative and positive factors associated with both. The proposed roads do not fit City specifications, so changes would be necessary if the intent is that they be public streets.

Ms. Harter inquired if the home construction products contemplated would mitigate the sound of trains and traffic.

Mr. Chillog stated that he could not say the train would not be heard from within the house, but they have attempted to orient the sides of the homes to the railroad, and in Area B2, to position the homes back to match the nearby Columbus housing development.

Ms. Harter stated that there would be a shared rear yard wall between the detached homes. Could that pose an issue between the adjacent homeowners?

Mr. Underhill responded that the HOA documents will provide detailed restrictions, and hopefully, the HOA board would be actively engaged.

Mr. Supelak stated that one home's green area seems to extend onto the side of the adjacent unit. That could present a maintenance issue for those homes.

Mr. Acock stated that five feet on either side of the wall belongs to the other home.

Ms. Harter responded that homeowner would feel free to use the space on their side of the wall.

Mr. Supelak stated that it is confusing as to whose space that is.

Mr. Underhill responded that the space would be detailed and clarified with the next phase of review. The best example they can provide of the intent is that of the Epcon Community Homes, whose newer home plans provide a sideyard living area. Those spaces are well defined.

Mr. Supelak stated that it will be important to define the space legally versus intuitively.

Ms. Call inquired if they had considered a "not for sale" product in any of the subareas.

Mr. Chillog responded that Schottenstein Homes does not build a "for rent" product.

Mr. Supelak stated that as depicted in the Community Plan, Tuttle Crossing Blvd. would extend past Cosgray Road. At this point, however, the plan shows Tuttle Crossing Blvd. teeing into Cosgray Road. He requested clarification of the Tuttle Crossing Blvd. position in this site.

Ms. Holt provided clarification of the Tuttle Crossing right-of-way.

Mr. Supelak inquired if the road would extend westward to Houchard Road and connect to SR161.

Ms. Wawskiewicz responded that is an issue that will be looked at in greater depth with the upcoming Community Plan and Thoroughfare Plan update. It is anticipated that Tuttle Crossing Blvd. would continue west to Houchard Road, eventually to SR161, and potentially extend further north beyond City of Dublin limits. The tee intersection is the limit of the Preliminary Engineering Study, which looked only at the section between Cosgray and Avery roads. The study looked at the Cosgray Road alignment and, at this point, continues to contemplate Cosgray Road in its existing alignment. Realignment would involve many parcels and would need to be timed with the redevelopment of those parcels. Although Cosgray Road is shown in its existing configuration with Tuttle Blvd. teeing to it on the east, those plans could be advanced differently in the new Community Plan and Thoroughfare Plan.

Mr. Underhill stated that this is a complex site, and the City's development review process involves several stages to reach a desired plan. With the Concept Plan stage, they are seeking the Commission's blessing to move on to that next stage, where more details would be provided.

Public Comment

Kathy Butler, 5965 Roundstone Place, Ballantrae subdivision, Dublin, OH inquired if the proposed sideyards of the detached homes would be 6-7 feet.

Clarification was provided that the sideyards would be a total of 14 feet.

Mr. Boggs stated that per the Commission's Rules of Order, comments and questions should be directed to the Chair, and the Chair may/may not redirect them to the applicant.

Ms. Butler inquired if this concept has been seen in a suburban environment.

Ms. Call stated that the City has seen other alley-loaded developments. She inquired if staff had any additional information to provide.

Ms. Holt indicated that there were other multi-family townhome developments in Dublin and one in Tartan West; however, this housing product is not common to Dublin.

Ms. Butler inquired if the wetlands would be part of the greenspace.

Ms. Call responded that they are identified in the Concept Plan, but how they will be allocated and potentially activated would be addressed in the next iteration of the plan. This is not the last time the Commission will review this greenspace.

Ms. Butler inquired if the construction of the shared walls had been determined.

Ms. Call requested staff to clarify the requirements for shared walls or to provide the information via mail.

Ms. Holt responded that detail would be looked at in a later phase of the development process.

Ms. Butler inquired if a traffic study would be conducted.

Ms. Call requested that Engineering staff respond.

Ms. Wawskiewicz stated that this is the Concept Plan stage. If advanced, the Preliminary Development Plan and Rezoning stage is where the applicant is required to provide a Traffic Impact Plan for City review and determination of mitigation strategies, if warranted. Should an infrastructure agreement be needed, City Council review and approval would be provided.

Ms. Butler inquired if the railroad overpass would be similar to the existing Hayden Run overpass.

Ms. Wawskiewicz responded that the length and height of the structure would be similar to the Hayden Run railroad overpass. The aesthetics and materials have not yet been determined.

Jodie Dzurainin, 5709 Aderholt Road, Hayden Farms, Columbus stated that she attended the December Informal Review of the earlier version of the plan, and this iteration is a significant improvement. She appreciates the accommodation that has been made for the existing homes, particularly those on Myrick Road. She noted that this site currently contains a large number of rusted vehicles, for which some type of environmental remediation will be needed.

Ms. Call requested that Code Enforcement staff follow up on that issue concerning this parcel.

Commission Discussion

Mr. Schneier stated that he would attempt to respond to the discussion questions provided by staff. The Commission typically is not supportive of any deviations from the Community Plan and Special Area Plans, but because this site has some challenges due to the future extension of Tuttle Crossing Blvd., he is not overly concerned about those missing pieces in the plan. In regard to the density issue, it is difficult to commend the applicant for the unique and novel way it is addressed in one section and penalize them in another. Given the unique nature of this property with both the Tuttle Crossing Blvd. extension and the railroad, he is less concerned with that element. He will defer comment on the setbacks, on which staff and the applicant views differ. With respect to the open space, there appears to be sufficient open space, if the right-of-way is considered open space. The problem is that the open space is in pockets; he would prefer to see more continuity in the open space. In regard to the proposed housing product – he believes it will be a good addition to the community, but the large amount of mass in Area B2 should be broken up in some manner. He commends the applicant for bringing back substantive changes to the plan.

Mr. Way commended the applicant for addressing many of the issues pointed out in the previous meeting. The shift in Tuttle Crossing Blvd. changes the site, so he is much more open to discussing how rigidly the Commission should follow the Community Plan. He has no objection to the proposed density but has concerns with the conceptual layout. He is supportive of a village approach. He likes the applicant's proposal for different size open spaces in the development. However, there is only one public street, which extends through the north section of the site. Although there are a number of units that front open space, they have no direct street access. In a development such as this, it is important to remember the principles of New Urbanism, wherein a street circulates throughout the site, provides on-street parking and the method for delivery and visitor arrivals. There is also an alley

system where unit parking is hidden and private space for each of the units is located. The scale of massing in the northern section is an issue. The open spaces are bigger than needed; the lots are larger; and the private lanes are very wide, essentially street width. There are 24 feet of pavement, a parking pad, a garage and a back yard. Those elements could be compressed and considered differently. The concept is unique and it could be made attractive; but currently, the layout is disconnected, requiring a long walk to reach some units. It requires private lanes to be used as streets, with traffic circulating throughout the private areas. He has no issue with the empty nester product in the southern portion of the site; however, the associated open space looks private and should be more open to public access. The townhouse product is a concern, and should not be compared to The Towns on the Parkway project in Bridge Park. That degree of density is not appropriate here. While there could be some 3-story components, the ends should transition to a lower height. The seam between this development and the area to the south is very compressed. He would encourage the provision of a large open space buffer to enable a better transition between the two developments. In regard to the setbacks -- he believes it is important to be consistent with the City's tradition for setbacks on major streets to the extent possible. The open spaces on the north side are large in comparison to those on the south side, which are smaller and more intimate. A midpoint between the two should be explored, as well as the connectivity and public view of the open spaces. In general, the housing products are fine. He does not oppose townhouses, but a 3-story townhouse in this location is a challenge. Perhaps there are ways to mitigate that with height transitions. These issues should be explored before the next review stage.

Mr. Chinnock stated that this is a unique product but it has some challenges, one of which is the amount of pavement. Having usable greenspace is very important in Dublin, and it should be accessible for the entire City, not limited to pockets of greenspace. Because maintaining the traditional setbacks and the character of Dublin is very important, he hesitates to concede on that issue, although he understands the challenges of the site. In regard to the architecture, it will be important to see more variation and use of brick, stone or stucco. Better articulation of the sideyards will be important to the character of the community.

Ms. Harter stated that she is not opposed to permitting some flexibility to the Community Plan for this site. In regard to density, the townhomes are large and would benefit from some height transition. They might, however, provide some noise buffer for the adjacent single-family homes. She likes the proposed open spaces, which include some wooded areas. The empty-nester cottages could be made more inviting, perhaps by adding porches. She does not have an issue with the two-car, rear-loaded garages.

Mr. Supelak stated he is open to some deviations from the Community Plan and Special Area Plan, but the type of deviation might be the issue. The Tuttle Crossing Blvd. adjustment is an issue that must be recognized and dealt with appropriately; the proposed layout is attempting to contend with that. He is disappointed with the deviation from the Special Area Plan vision for commercial development in the northern area, perhaps some on this site. He applauds their efforts with the improved layout, but would recommend greater setbacks along the Tuttle Crossing Blvd. extension and the railroad. He is supportive of the conceptual open space locations and wetlands preservation. The greenspace in Section A1 is very successful; unfortunately, many of the other open space pockets and locations are not very successful and do not create the desired space. He has no issue with the mix of product types and the detached garages. The empty nester product is nice, but he is concerned that the townhomes are overbuilt vertically. There is opportunity to relax the spacing, eliminate a few units and adjust the massing to achieve more of a community feel. Presently, the rendering

resembles a "monopoly hotel." The formula of greenspace to units should be reconsidered. He is concerned about the private lanes, parking and access to front doors. The site layout is currently awkward; the ingredients need to be massaged differently, including the street layout and greenspace adjustments. There needs to be deliberate consideration of the potential impact of the railroad embankment on this site and the adjacent homes. The units along the southern edge, specifically in Section B2, fit too tightly, so that layout needs to be revised. He appreciates the fact that three-story townhomes are not proposed there. The parking and the awkward front door access are concerns. The connections between the architectural styles of the units must be improved. The B1 units are a simple, vernacular style, but there is a difference between a simple yet elegant and refined style, versus plain; at this point, the style comes across as plain. Aside from the trees, the proposed green materials are low-lying elements. The porches are a critical point of this architecture, so must be done well. At this point, many are simply uncovered slabs extending from the front of the homes, but there is opportunity to improve that element. He does not care for the flat frontage adjacent to a gable. All of those elements are incomplete at this point. There should be a mix of materials, such as brick and stone. In the B2 section, stepping down the end units would be beneficial to that subarea. Similar to the Pulte homes in Bridge Park, there would be merit to stepping the units laterally. All the "monopoly hotels" need to be broken down more effectively.

Ms. Call stated that given the realignment of Tuttle Crossing, it is possible to allow some flexibility with the Community Plan provisions for this area. In regard to the density and layout -- she has conducted research regarding rear lane-loaded home products. In a walkable environment where the front doors front onto greenspace, open space and sidewalks, the front door functions as such. However, in rear lane, auto-oriented neighborhoods, the back door functions as a front door, and the front door becomes the back door. In most neighborhoods, the standards for what occurs in the back yard are more relaxed than the front yard. In applications where that dynamic is flipped, it is essential to be very aware of how that will affect the overall feel of the neighborhood several years in the future. The depth of the dedicated driveway parking spaces will be critical; longer vehicles extending into the roadway will be problematic. If the two-car garages provide storage space, those residents will park in their driveway, and visitor parking will be shifted to the front lane. She is not opposed to density, if done well.

Ms. Call inquired if the applicant desired any additional clarifications or direction from the Commission.

Mr. Underhill responded that they appreciated the helpful comments from the Commission and had received sufficient input to proceed.

Ms. Call noted that because this is a Concept Plan, no action would be taken by the Commission at this time; however, Commissioners look forward to seeing the next iteration of the plan, which will provide the preliminary designs. The Corazon community, which has an empty nester product, is beautiful. That plan is well executed and is adjacent to higher density. Its open space flows well, and it is a very walkable, yet auto-oriented community. That example would provide a good option for consideration. To her, cookie cutter development means an entire community of "copy and paste" homes. Even if a few architectural elements are varied, use of the same floor plan is evident. Looking at Muirfield and some of the older, large developments, the early founders of Dublin's growth did a good job incorporating different architecture within a community while still achieving a cohesive design. The railroad setback needs to be considered from multiple perspectives. Dublin has a done good job thinking outside of the box, but it is important not to provide an undesirable product for any of our population in this area next to a railroad. The level of housing product

should be typical for Dublin and not a “settle for” product. A significant amount of work is anticipated with the open space and wetlands. She is not comfortable with the implementation of the lanes as shown in this plan. She would need to see more dimensionality and application of that element in the Preliminary Development Plan.

Mr. Fishman commended the applicant for their attempts to be responsive to the Commission’s earlier input, but there remains a long way to go. His concern is not the density, but the fact that there will be too many people and vehicles. Dublin has done a good job in developing for a quality of life. Streets packed with cars do not achieve a quality of life. Alleyways tend to deteriorate. He drove through the residential areas south of this site and viewed some of the townhomes. The appearance of those units has deteriorated, even though they are only 10-15 years old. He is concerned about the homeowner association’s maintenance responsibilities in this proposal. It is critical to provide quality materials, such as brick, that do not require a high level of maintenance. The brick apartments on Zollinger Road, for example, are 85 years old and not particularly well-maintained, but they do not look bad. He does not believe the proposed townhomes fit in this site. The development is located in the Dublin School District, and there will be families with children here. The goal is for this development to look as good in ten years as the day it is built. That will be a challenge with this plan.

Mr. Supelak stated that private lanes in communities have posed a significant problem for those HOAs, and streets that are built to a different standard cannot be transferred to the City. There are “red flags” here. The potential HOA burden and fees must be in the forefront of the applicant’s considerations.

Ms. Call stated that not only must private streets be built to public street standards, but the number of homes within the community must be too few to meet the maintenance needs/costs of their private lanes for the City to assume maintenance responsibility of those streets. She summarized the Commission’s input. The Commission is open to some deviation from the Special Area Plan, and although work needs to be done with the density and layout, the issues are not insurmountable. There is no general consensus regarding the setbacks, so the Commission will be sensitive to any proposed undulations or deviations. The open space will need to work not only for this community but the community as a whole. There were mixed reactions from the Commission in regard to the product types, but there are opportunities for enhancement.

Mr. Underhill thanked the Commission for their thoughtful input and points of consensus. Good direction was given, which they will be taking into consideration.

Ms. Call stated that the next two cases would be heard together.

2. Vista Community Church at 5626 Frantz Road, 22-099Z/PDP, Rezoning/Preliminary Development Plan

A request for approval of a Rezoning of ±6.7 acres from Mixed-Use Regional 4 - Llewellyn Farms Office District to a Planned Unit Development District, on a site located northeast of the intersection of Parkcenter Avenue with Frantz Road.

3. Vista Community Church at 5626 Frantz Road, 22-100FDP, Final Development Plan

A request for approval of a Final Development Plan for the operation of a Religious/Public Assembly use on a 6.7-acre site proposed to be zoned Planned Unit Development District located northeast of the intersection of Parkcenter Avenue with Frantz Road.

Staff Presentation

Ms. Noble stated that this request includes applications for a rezoning, Preliminary Development Plan and a Final Development Plan for a site located at 5626 Frantz Road. The site is currently zoned MUR-4, and the applicant is requesting to rezone the property to a Planned Unit Development (PUD). The exclusive purpose of the rezoning is to allow a religious use to be a permitted use for the site and for accessory uses associated with the church. Following a review and recommendation by the Planning and Zoning Commission, the Rezoning and Preliminary Development Plan will be forwarded to City Council for review and approval. The Planning and Zoning Commission (PZC) is the approving authority for the Final Development Plan. The site is a 6-acre parcel located on the east side of Frantz Road, north of Parkcenter Avenue. The surrounding land use, particularly along Frantz Road, is primarily office. Residential uses exist to the south and east of the site. The site is developed with a two-story, 43,384-square-foot building and approximately 445 parking spaces. The applicant is proposing no modifications. They will be using the existing infrastructure. At the time the applicant initially considered the site, the property was zoned PUD - Llewellyn Farms, which permitted uses in the SO, Suburban Office and Institutional District including religious uses. However, in December 2021, City Council approved a rezoning of this area to MUR-4, Mixed Use Regional – Llewellyn Farms Office District. The MUR-4 District permits a limited range of uses primarily focused on office uses, and does not include religious uses. This has prompted the applicant to pursue a Rezoning and Preliminary and Final Development Plans to add religious uses for this site, including ancillary uses that have previously been described as day care and counseling services. The Commission reviewed a Concept Plan for the site on June 16, 2022 and was generally supportive of the proposed religious use. The applicant is proposing to retain the uses permitted in the MUR-4 District, as outlined in Dublin Code Section 153.046, and add "religious facilities and related accessory uses." The applicant anticipates that their Dublin location will have a congregation size of 350 to 500 people. Their operation will include a church service on Sundays and a midweek service. The applicant has agreed to dedicate 0.75 acres in the southeastern portion of the site to Llewellyn Farms Park. The terms of this dedication are outlined in the Development Text, which states that the parkland dedication will be subject to the applicant acquiring ownership of the site and will be formalized through an Amended Final Development Plan (AFDP) within four months of the purchase of the land. The Amended FDP will include the dimensions and configuration of the dedicated parkland; any modifications to the existing parking area; and a Sign Plan, all of which must be reviewed and approved by the Commission. Staff has reviewed the applications against the applicable criteria and recommends the Commission recommend City Council approval of the Rezoning and Preliminary Development Plan with no conditions, and approve the Final Development Plan with two (2) conditions.

Applicant Presentation

Aaron Underhill, Underhill and Hodge, New Albany, stated that there have been no modifications to the plan since the previous review. With the future AFDP, they will be presenting details on the parkland and parking area modifications. They believe the site is currently over parked for their needs. Typically, a Suburban Office Zoning permits religious uses, and they believe that use not being included in the recent rezoning and Code revision was an oversight. This application would

simply add a religious use to the MUR-4 zoning for this site. They also anticipate bringing back a sign proposal with the AFDP.

Commission Questions

Ms. Call inquired if the Amended Final Development Plan (AFDP) could be brought back to the Commission only under certain conditions or at any time.

Ms. Noble responded that an AFDP application could be brought to the Commission at any time.

Ms. Call inquired the reason for conditioning this approval on the applicant later bringing back an AFDP.

Ms. Noble responded that it would be a requirement regardless of whether it was made a condition. However, staff believed the anticipated modifications to the site warranted a condition, in particular, the parkland dedication. The condition essentially clarifies the applicant's intent.

Public Comment

There were no public comments.

Commission Discussion

Mr. Fishman stated that he visited the site today and found the building and grounds in disrepair. He assumes the applicant would be required to address those conditions.

Mr. Underhill responded that as soon as the applicant assumes ownership, it will be in their interest to clean up the site and make it as attractive as possible.

Mr. Chinnock inquired if in the future, the applicant should desire to add a school, that use would be covered by this rezoning.

Ms. Noble responded that would be an accessory use, and any proposed accessory use would need to be permitted by the MUR-4 District.

Mr. Chinnock inquired if there would be any limitations on outdoor gatherings.

Ms. Noble stated that there would be no regulations on outdoor activities. Typically, churches have associated accessory uses, and activities associated with religious services would be accommodated.

Ms. Harter stated that she believes this was an excellent example of the City and the applicant working together.

There was no additional discussion.

Mr. Supelak moved, Mr. Chinnock seconded approval of a recommendation to City Council for approval of the Rezoning and Preliminary Development Plan with no conditions.

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

[Motion approved 7-0.]

Ms. Call inquired if the applicant had any objection to the proposed conditions for the Final Development Plan approval.

Mr. Underhill indicated they had no objections.

Mr. Supelak moved, Ms. Harter seconded approval of the Final Development Plan with two (2) conditions:

- 1) That the applicant submit an Amended Final Development Plan for the reduced parking area, creation of open space, and future sign modifications; and
- 2) That the applicant continue to work with Engineering on traffic analysis for the proposed uses, including a Traffic Generation analysis or Traffic Impact Study, prior to final occupancy.

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

[Motion approved 7-0.]

4. Nest School at 570 Metro Place North, 22-006AFDP, Amended Final Development Plan

An application for approval of exterior and site modifications for a childcare center on a 3.0-acre site zoned Planned Unit Development District, Waterford Village located northwest of the intersection of Metro Place North with Upper Metro Place.

Staff Presentation

Mr. Hounshell stated that this is a request for approval of an Amended Final Development Plan for the Nest School. In 2012, the original 4.67-acre site was divided into two separate parcels: a 1.67-acre parcel to the west and a 3-acre parcel to the west. The 3-acre parcel is the site contemplated as part of this application. In 2017, the 1.67-acre parcel was developed by Dublin Metro Dental, directly adjacent to the subject parcel. The development of the site included the removal of a portion of the previously existing parking lot, which crossed property lines. Currently, no parking or pavement exists that encroaches the shared property line to offer cross access. The 3.0-acre site is zoned as part of the Waterford Village Planned Unit Development District (PUD) and is located within the Metro Center office area. The site is rectangular in shape and currently developed with a single vacant office building. There is a large parking lot located to the rear (north) of the primary structure and a turn-around with visitor parking forward of the building. The front entrance to the building is from Metro Place north. The applicant is proposing site and building modifications to accommodate a child daycare facility in an existing suburban office structure. The use is permitted under the current PUD requirements with additional use specific standards. The applicant is proposing an approximately 14,900-square-foot outdoor recreation area to accompany the daycare facility. The outdoor recreation area is proposed to be located to the west and northwest of the building, behind the front façade of the building. The area will be enclosed by a 4-foot tall Ameristar black aluminum fence, with 5-foot limestone veneer piers located at the corners of the fence to match the building. Staff has added a second text modification for the height of the stone piers to be considered as part of the fence height. Perimeter landscape screening will be provided, as required within the Suburban Office District for these uses. A number of parking lot modifications are proposed. The site currently has 123 parking spaces, most to the rear of the building. With the addition of the outdoor recreation area, the number of parking spaces will be reduced to 84 spaces, which meets the number required for this use. The circular access drive and parking forward of the building will be removed, and a linear parking bay will be added. This provides an opportunity for future cross access on the site, adjacent to the Dublin Metro Dental. The applicant has reached out to the adjacent property owner regarding this opportunity. Should the adjacent property owner agree to a cross access, the applicant should work with staff to finalize this access between the two

sites. The applicant is proposing several new parking lot pole lights with the improvements on the site and will be adding new fixtures to the existing light poles to match the new poles. The new single-fixture poles are proposed at 18 feet – 6 inches, matching the existing double-fixture poles on the site. The applicant has submitted a comprehensive landscape plan with the site improvements. The applicant is removing 94 inches of protected trees, which are required to be replaced on the site, while preserving approximately 374 inches of trees throughout the site. The applicant has provided a number of evergreen, deciduous, and ornamental trees throughout the site, mostly along the west and northwest areas of the site. Additionally, the applicant is proposing a significant amount of landscaping along the front entrance of the building, which includes an assortment of evergreen and deciduous shrubs, perennials, and ornamental grasses. Finally, the applicant is providing a row of evergreen shrubs to screen the front parking area from the right-of-way. The applicant is still required to provide additional screening along the outdoor recreation area fence as required by Code. The applicant is proposing minor modifications to the façade of the building to accommodate the daycare use. Proposed are 4 new egress doors on the east elevation; 3 new doors on the south elevation; 7 new doors on the west elevation; and 3 new doors on the north elevation to accommodate egress requirements for classrooms exiting the building. The applicant is also proposing to stain the existing cedar siding dark gray (SW 3026; King’s Canyon); paint the existing trim dark gray (SW 7069; Iron Ore); paint the existing cedar fascia white (OC-17; White Dove); and paint the existing aluminum storefront adjacent to the entrance of the building teal (SW 9059; Silken Peacock). The existing asphalt shingles and limestone veneer will not be modified by the improvements. The applicant is proposing a new 33-square-foot, internally-illuminated monument sign in place of the existing monument sign on the site. The sign is 8 feet in height and set back 9 feet – 3 inches from the property line, in the same location as the existing sign. The sign is designed in the shape of a house, with a gray aluminum cap and vinyl wood grain cabinet face. The sign face is constructed of aluminum with .5-inch acrylic push-thru graphics. The sign features the building address at the top of the sign, with The Nest School logo and additional secondary images surrounding the logo. The sign is mounted on top of a gray aluminum base. Daycare uses are permitted ground signs up to 15 square feet in sign face size, 6 feet in height, and 8 feet from the property line. Staff recommends that the applicant revise the sign to meet size and height requirements as listed in the Code. Additionally, staff recommends the applicant provide a solid background color in lieu of the wood grain cabinet face. Staff has reviewed the application against the applicable criteria and recommends approval of the two Minor Text Modifications and approval of the Final Development Plan with six conditions.

Applicant Presentation

Nate Hooks, ACCI Design+Build, 1301 Research Road, Columbus, OH 43230, stated that he is available to answer any questions from the Commission.

Commission Questions

Mr. Schneier inquired about the illumination of the parking line, which will no longer be a circular drive.

Mr. Hooks responded that the intent is to illuminate the parking area. Parents are required to walk the students into the school per Code. A circular drive was not conducive to the needed design.

Mr. Chinnock inquired about staff’s support of the deviation permitted for sign colors.

Mr. Hounshell responded that staff is supportive because the additional colors are integral to the sign design and copy. The Nest would be the primary copy; everything else would be accessory to

that. The additional colors are important to the design and the quality of the sign. The rest of the recommendations related to size, height, background color and stone base are based on Zoning Code requirements.

Mr. Supelak inquired if previously, the site had a shared connection at the back.

Mr. Hooks responded that the connection was removed in 2012 with the development of Dublin Metro Dental.

Mr. Fishman stated that the request is to grant a variance to permit the use of additional colors on the sign. Is that a Conditional Use? Previously, we have not granted such requests to avoid setting a precedent. If this use goes away, does the variance also go away?

Mr. Hounshell responded that the Minor Text Modification would apply specifically for The Nest School. Any future tenant for the site would need to provide a sign that meets Code.

Mr. Fishman stated that is similar to a Conditional Use. If this sign goes away, a future new sign would not be permitted to have the additional colors.

Mr. Hounshell responded affirmatively.

Ms. Harter inquired if the dumpster on the site is being moved or simply upgraded.

Mr. Hooks responded that it is necessary to move the dumpster location, because the outdoor recreation place being provided for the students will reduce the overall size of the rear parking area.

Ms. Harter inquired if further discussions regarding the shared access are anticipated with the neighboring property owner.

Mr. Hooks responded that the neighbor has indicated he is not interested in that connection. They are concerned about losing parking spaces within their already limited parking area. Additionally, they were required to disconnect their parking lot at their cost when they developed their site.

Ms. Call inquired if it is anticipated that the base of the sign would be landscaped.

Mr. Hounshell responded that the Code requires a 3-foot landscape buffer around the entire sign.

Mr. Hooks indicated that they would be happy to provide it.

Ms. Call stated the sign base is plain, and landscaping with some height would obscure that somewhat.

Mr. Hounshell responded that the intent was that the applicant provide a stone-clad base instead of aluminum, consistent with what has occurred elsewhere. That would be in addition to the landscape.

Public Comment

No public comments were provided.

Commission Discussion

Mr. Chinnock stated that, looking around the City, he is concerned that the City may have permitted too much signage variation. We have spoken often about the need to avoid setting precedents. He believes it is important not to permit the additional colors that have been requested.

Ms. Call responded that signs is one of the items called out differently in the Bridge Park development, and Metro Place is on the verge of redevelopment. Applicants in this district have been charged with incorporating art and creativity into their signs. She agrees, however, that it is

important to be very careful as to how that is applied. This text modification is limited specifically to this user. Any future variance from Code desired would require a formal review, as well.

Mr. Schneier stated that he had offices for 20 years in Metro Center, when it was newer. Metro Center now is brown and gray; its appearance is tired. He believes the pop of color is awesome, mild and not overbearing, and appropriate for this use.

Mr. Supelak moved, Mr. Fishman seconded approval of two (2) Minor Text Modifications:

1. To permit up to nine (9) colors and three (3) secondary images for The Nest School's monument sign.
2. To permit the stone piers for the fence to be five (5) feet in height.

Vote: Mr. Schneier, yes; Mr. Fishman, yes; Ms. Call, yes; Mr. Chinnock, no; Mr. Supelak, yes; Ms. Harter, yes; Mr. Way, yes.

[Motion approved 6-1.]

Mr. Supelak moved, Mr. Schneier seconded approval of the Amended Final Development Plan with six (6) conditions:

- 1) That the applicant work with staff to finalize the cross-access between the two sites, should the adjacent property owner agree to cross-access;
- 2) That the applicant work with staff to finalize the decorative lighting fixtures adjacent to the building entrance, subject to staff approval;
- 3) That the applicant work with staff to finalize the sign plan as outlined in the report, subject to staff approval;
- 4) That the applicant work with staff to finalize the landscape plan, subject to Staff approval;
- 5) That the applicant work with staff to finalize the lighting plan with Building Standards; and
- 6) That the applicant continue to work with Engineering to demonstrate stormwater management compliance in accordance with Chapter 53 of the Dublin Code of Ordinances.

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

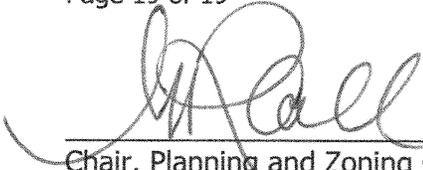
[Motion approved 7-0.]

COMMUNICATIONS

Ms. Rauch reported that:

- There will be a joint City Council-PZC-ARB-BZA meeting on Wednesday, August 31, 2022. A draft agenda will be sent out to members before the meeting, which will include an overview of Council's recently adopted Strategic Framework and their goals. Council also is interested in a discussion of some policy questions, and staff has proposed some topics recently identified in Board and Commission discussions. Members are encouraged to raise any issues on which they might want to seek Council input.
- A special meeting will be scheduled for discussion of Mt. Carmel Hospital phasing concerns; staff will contact Commission members concerning dates/availability.
- Review of the remaining 2022 PZC meeting dates will be added to the 09-01-22 PZC agenda.
- The next regular meeting of PZC is scheduled for 6:30 p.m., Thursday, September 1, 2022.

The meeting was adjourned at 9:51 p.m.



Chair, Planning and Zoning Commission



Assistant Clerk of Council