



MEETING MINUTES

Planning & Zoning Commission

Thursday, July 11, 2024

CALL TO ORDER

Chair Call called the meeting to order at 6:30 p.m. in Council Chamber and welcomed everyone to the July 11, 2024 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, Jamey Chinnock, Dan Garvin, Kathy Harter, Gary Alexander, Kim Way, Jason Deschler

Staff members present: Jennifer Rauch, Bassem Bitar, Jesse Shamp

EXECUTIVE SESSION

Mr. Way moved, Mr. Alexander seconded to adjourn into executive session for the discussion of a personnel matter – consideration of the appointment of public officials.

Vote: Mr. Deschler, yes; Mr. Chinnock, yes; Ms. Harter, yes; Mr. Garvin, yes; Mr. Way, yes; Mr. Alexander, yes; Ms. Call, yes.

[Motion carried 7-0.]

The meeting reconvened at 6:40 p.m.

ELECTION OF OFFICERS

Mr. Alexander moved, Mr. Deschler seconded the appointment of Ms. Call to a one-year term as Chair.

Mr. Chinnock, yes; Ms. Harter, yes; Mr. Garvin, yes; Mr. Deschler, yes; Mr. Way, yes; Mr. Alexander, yes; Ms. Call, yes.

[Motion carried 7-0.]

Ms. Harter moved, Mr. Deschler seconded the appointment of Mr. Way to a one-year term as Vice-Chair.

Mr. Chinnock, yes; Mr. Garvin, yes; Ms. Harter, yes; Mr. Deschler, yes; Mr. Alexander, yes; Ms. Call, yes; Mr. Way, yes.

[Motion carried 7-0.]

ACCEPTANCE OF DOCUMENTS/APPROVAL OF MINUTES

Mr. Way moved, Mr. Alexander seconded acceptance of the documents into the record and approval of the June 20, 2024 meeting minutes.

Vote: Mr. Chinnock, yes; Ms. Harter, yes; Mr. Way, yes; Mr. Alexander, yes; Mr. Deschler, yes; Ms. Call, yes. Mr. Garvin, abstain.

[Motion carried 6-0 with 1 abstention]

Ms. Call stated that the Planning and Zoning Commission (PZC) 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 staff and audience members who anticipated providing testimony.

CASE REVIEW

- **Case #24-088CP – Miller Farm**

Concept Plan review and feedback for 113 single-family units and associated site improvements. The 46.5-acre site is zoned R, Rural District and located east of Cosgray Road, approximately 1,300 feet south of the intersection of Rings Road.

Applicant Presentation

Greg Chillog, Land Planner/Landscape Architect, EDGE, 330 W. Spring Street – Suite 350, Columbus, stated that Schottenstein Homes has submitted a proposal that features what they do best – single family development in architecturally-themed communities. Schottenstein Homes has 46.5 acres of the Miller property under control today. They are proposing a unique, 113-unit single-family product line, which is tailored for this small infill site. It incorporates the Neighborhood Design Guidelines concepts. They have also tried to incorporate the ideas and concepts of the new Envision Dublin Community Plan and Southwest Area Plan, particularly those applicable to this specific site. The 46-acre site is bounded by the proposed Tuttle Crossing Boulevard extension, the railroad to the east, Cosgray Road to the west, and a single-family development within the City of Columbus to the south. The Southwest Area plan indicates that the area between the railroad and Cosgray Road, south of Tuttle Crossing Boulevard, should be developed as single-family residential, provide significant setbacks from the railroad and Tuttle Crossing Boulevard and utilize retention basins and landscape features to occupy the setback areas. Their plan is consistent with the Southwest Area Plan recommendations. They are proposing 113 detached single-family homes on 52-foot wide lots that vary in depth and are organized on a traditional modified grid that reflects the framework of the neighborhood to the south in Columbus. The setbacks from the railroad vary from 150 feet up to 350 feet. Their setbacks along Tuttle Crossing Boulevard vary from 100 feet to 145 feet. The setbacks along the railroad and Tuttle Crossing Boulevard will be treated differently, however. Their intent is to use the existing street stubs in Hayden Farms, extending them through their site, as well. All the streets end in open space; the furthest point from any open space is 6 houses. Blocks are short, approximately 300 feet, which is very walkable. They

are proposing sidewalks on both sides of the street, all connecting to the perimeter greenways that will eventually have regional shared-use path access. The intent is to also have 2 smaller, more intimate neighborhood-scale parks. The community mail kiosks will be architectural features distributed throughout the neighborhood. The plan also provides greenway cut-throughs through the neighborhood, leading to the parks and greenways. Along Cosgray Road, homes will front the road. Along Tuttle Crossing Boulevard, sides of houses will front the anticipated road flyover. In the perimeter along the railroad, stormwater management will be located. Both wet and dry swales will be used. The intent is to create interest via the perimeter landscape, providing a green edge along Tuttle Crossing Boulevard and the City of Dublin, as the area transitions to the City of Columbus. They are proposing local and traditionally inspired architecture, which will include large front porches. The garages will be set back 18 feet from the front of the porch. Emphasizing the “people” space, not the “car” space will positively impact the streetscape and character of the site in general. Private open space areas will be provided at the rear of the homes. An area 15 feet in depth and 15 feet from the rear lot line (approximately 600 square feet) will be reserved for private open space. Those spaces will be better defined with the Preliminary Development Plan. He displayed inspirational images of proposed home elevations, noting that some homes will have space above the garages, some of which will be side-load. The site layout will feature a traditional roadway network, a somewhat modified grid with short, walkable streets. He showed a view of the proposed greenspace along the railroad tracks and future Tuttle Crossing Boulevard extension. There are 2 parks, the largest of which is on the western side. The community park along Tuttle Crossing Boulevard will feature the large, 72-inch diameter white oak tree. They are looking for the Commission’s feedback regarding the programming of the open spaces.

Staff Presentation

Mr. Bitar stated that non-binding feedback on the Concept Plan is sought by the applicant tonight. The Concept Plan is an early step in the development process for a planned unit development (PUD). The Commission is requested to review the Concept Plan for alignment with the City’s Community Plan, Thoroughfare Plan, Bikeway Plan and Neighborhood Design Guidelines. The next step will be a Rezoning and Preliminary Development Plan, which will also be reviewed and approved by City Council. That is followed by a Final Development Plan. The 46.5-acre site is located east of Cosgray Road, approximately 1,300 feet south of the intersection with Rings Road and currently zoned R: Rural. The site is flat and historically has been farmed. Other than the landmark tree, there are no significant site features. The landmark tree will be retained in the open space for this project. In 2013, Tuttle Crossing Boulevard was anticipated to take a different route through the property. With the completion of the Feasibility Study: Tuttle Crossing Boulevard Extension, Phase II (2020), Tuttle Crossing Boulevard has a more direct route west through the property, as now shown on the applicant’s plans. The soon-to-be-effective Envision Dublin Southwest Area Plan indicates that impacts of Tuttle Crossing Boulevard on land uses and the ability to adequately transition uses needs to be balanced with the boulevard’s alignment and the CSX crossing. The previous Community Plan required a 200-foot setback from the railroad tracks, and there also were certain setbacks along Tuttle Crossing Boulevard. With previous conceptual plans for a larger area, the Commission seemed to be open to considering some smaller setbacks, particularly along the railway, if there were other elements that would mitigate potential impacts. Consequently, this Concept Plan proposes some smaller setbacks. The site is surrounded by Cosgray Road, the CSX railway and the future Tuttle Crossing Boulevard extension. The site has frontage along Cosgray Road and also has three street stubs from the City of Columbus (Filner and Gerlach Roads, Ellis Brook Drive). The future Tuttle Crossing Boulevard is along the northern

boundary, as previously noted. The 2024 Envision Dublin's Future Land Use Map (which will take effect on August 1, 2024) indicates Mixed Residential for this site, which includes single- and multi-family residential at 3 – 12 dwelling units per acre (du/ac). This particular area is identified for transition from small-lot single-family housing in Columbus (6 du/ac) to a village center character in Amlin, ranging from 3 to 12 du/ac respectively. There is an open space connectivity theme in the plan. Staff is suggesting there may be opportunities to add additional connectivity, so that it extends the entirety of the development, east to west.

Mr. Bitar stated that Staff is generally supportive of the house forms as shown. They have also suggested the use of the previously proposed townhome units facing Tuttle Crossing Boulevard to help vary the streetscape and housing variety. The Neighborhood Design Guidelines indicate that the setback of the garage from the front edge of the porch should be 20 feet; the applicant has proposed 18 feet. That element will be worked on further as the project progresses. The site plan provides vignettes on the largest homes on corner lots. The southern edge along Columbus is separated from this site by a tree row and an undulating edge of houses. At this point, the tree row is not clearly protected: it should be in a separate No Build/No Disturb zone of +/- twenty feet, rather than incorporated into individual back yards. Staff suggests side-load garage options and reversed elevations to vary the streetscape more. Additional building materials and varying lot sizes are recommended to provide variety. Pergolas have been proposed above some of the garage doors. That is a detail that could offset the smaller homes and could be required, as opposed to being an option.

Staff has suggested the following discussion questions:

- 1) Is the Commission supportive of the proposed density and conceptual site layout?
- 2) Does the Commission support the development setbacks along Tuttle Crossing Boulevard and the railroad as shown?
- 3) Is the Commission satisfied with open space locations and preservation of natural features?
- 4) Does the Commission support the conceptual product type and its architectural diversity?
- 5) Other considerations by the Commission.

Commission Questions

Mr. Garvin stated that with the 2013 Community Plan, the Tuttle Crossing Boulevard extension was anticipated to extend under the railroad tracks. Is the current intent for the road to be extended over the railroad tracks?

Mr. Bitar responded that the current plan is to extend it over the railroad tracks.

Mr. Garvin requested that he clarify his comment on the townhomes.

Mr. Bitar responded that in a previous concept plan for this area and some parcels to the north, the applicant had proposed townhomes. Because the intent is for a variety of home types in this area, potentially, some townhomes could be incorporated in this development proposal.

Mr. Garvin inquired the amount of acreage in the site plan that is intended for open space.

Mr. Chillog responded that of the gross acreage of 46.5 acres, 14 acres are intended for open space, which is 30% of the site. Exclusive of the right-of-way (ROW) for the Tuttle Crossing Boulevard extension, 14 acres would be 34% of the net acreage.

Mr. Garvin noted that if 14 acres of open space were excluded, the site density would be approximately 4 du/ac. How is the site density calculated?

Mr. Bitar responded that, typically, it is calculated on the gross density.

Mr. Alexander inquired if the applicant had considered an east-west collector street. Looking from Tuttle Crossing Boulevard, there does not appear to be anything unifying the development from east to west.

Mr. Chillog responded that is correct, and it is intentional. One obvious connection would be to the road on the north, but they believed that would make the road too long and straight. Their intent is to restrict the viewsheds to 300 feet, at which point the road should turn.

Mr. Alexander stated that he realizes the elevations are conceptual at this point, but there is not much variety in terms of the opening pattern or building materials. The potential seems to be significant monotony. Has the applicant considered any building materials other than vertical hardiplank?

Mr. Chillog responded affirmatively. This proposal is in the early stage. In his 25 years of experience in working with the City of Dublin, zoning does not include elevations and floorplans; it includes design standards and building materials. Those elements evolve one lot at a time. They are showing one perspective of how the home elevations might look, but there is much more development that will occur.

Mr. Alexander responded that many applicants prefer to have as much initial feedback as possible because it shortens the review time later. There are some great streetscapes within the City of Columbus developments directly to the south. Even though the density is significant, there is also significant variety along the street. That is due to different house types, including 1.5-story elevations. Is there any consideration of including 1.5 story units or adding greater variety than what is reflected tonight?

Mr. Chillog responded that Mr. Schottenstein would be supportive of that suggestion. At this point, however, they are seeking only the Commission's support for further developing the proposed floorplans.

Mr. Chinnock referred to the through street that is closest to the Tuttle Crossing Boulevard overpass, and inquired if there is sufficient distance there to accommodate the overpass when it is built.

Mr. Chillog responded that they have been working on these estimates for approximately 3 years, and are confident that there is sufficient distance.

Mr. Chinnock stated that the Community Plan provides for the connection of that street. His concern is that would result in a very long through street to the south, especially if it extends beyond Tuttle Crossing Boulevard. He is supportive of keeping those distances short.

Mr. Chinnock stated that the proposed courtyard is a very nice component of the proposed site plan. There may be other opportunities deeper in the site to do something more unique and special, as well.

Mr. Chinnock requested clarification of the required setback from the railroad versus what is proposed, and the setback for Tuttle Crossing, as well. The applicant's proposal deviates from what is required.

Mr. Bitar responded that the required setback from the railroad is 200 feet. With this proposal, it varies from 100 to 160 feet. This proposal is based on the Commission's input on previous conceptual plans for this site that with mitigating features, a lesser depth could be considered. The bigger issue along Tuttle Crossing Boulevard is not the setback depth, it is the final design

details. The new Community Plan provides for a 180-foot right-of-way. The proposed plan provides a 116-foot right-of-way. The 180-foot requirement is envisioned for the entire stretch of Tuttle Crossing Boulevard. The entire character may not require that width consistently. That detail will be considered more closely as the plan proceeds.

Mr. Chinnock expressed agreement with the earlier comment about the need for more architectural variety. The balconies above the garages should be usable, not fake space.

Mr. Chinnock inquired if in the greenspace along Tuttle Crossing Boulevard, any mounding is intended.

Mr. Chillog responded that because the intent is to use that area for stormwater management, the approach will be swales, not mounding. It will be significantly landscaped, however. It will be a nice vegetated swale. Mounds take up a lot of space. In order for them to provide the amount of retention that will be needed there and respect the setbacks the City will require, dry and vegetated swales will enable them to mitigate the impact. If the setback is 100 feet, a 20-foot wide pond would not be aesthetically attractive. The swales will not be flat; they will be created with a rolling nature and will not provide screening.

Ms. Harter inquired if there would be mounding on the side along the railroad tracks.

Mr. Chillog responded that it would be functional in nature to provide mounding for screening purposes.

Ms. Harter inquired if there would be sidewalks on both sides of the roadway and if they would be a larger width, as is beginning to be utilized in other places.

Mr. Chillog responded that the intent is to have a 6-7-foot tree lawn with 5-6-foot wide sidewalks.

Ms. Harter inquired if the side-load garages must be limited to the end lots, or if they would be possible on internal lots.

Mr. Chillog responded that given the building footprints, they would be restricted to the corner lots. At this point, court-load garages are not intended. Side-load garages require an additional 33-34 feet of sideyard.

Ms. Harter stated that there appear to be 5 homes near the railroad tracks. How do they fit in?

Mr. Chillog responded that on the west side of the development, porches will front greenspace. Porches on the homes near the railroad will front the streetscape. A "porch-to-porch" experience would be better than "porch-to-railroad." It continues the development pattern to the south, where homes line both sides of the street.

Mr. Garvin inquired about the mass mailbox area.

Mr. Chillog responded that they are required to include those areas. Rather than a roofed mailbox area, the intent is to create an amenity out of the structure. It will be an opportunity to add architectural character to the site.

Mr. Way stated that the developer has invested energy and design efforts and created a very thoughtful plan. It has many great qualities. There are two areas with which he has conflicting thoughts. The small park (H) is a great amenity; however, the units that face that also back Cosgray Road and Tuttle Crossing Boulevard. He inquired about their rationale for that design.

Mr. Chillog responded that in the overall plan with the extension of Tuttle Crossing Boulevard, the feature in the gateway entrance that becomes very prominent is the proposed roundabout at Cosgray Road. Their intent was to establish around that gateway area, the green rural setback

typical to Dublin. After entering the site from Cosgray Road, the view opens up to the landmark tree and the fronts of the houses. There will be a variety in the experience along the roadways. Mr. Way stated that is a pattern happening all over Dublin, where there are wide setbacks and houses back to major streets. That is an undesirable conflict. The priority space needs to be defined. How do we want this development to look from the outside and feel from the inside? That is his concern.

Mr. Chillog responded that both the old and the new Community Plans emphasize the rural corridors in the Southwest Area. Traditionally, that is achieved with a larger setback and in most cases, the backs of houses.

Mr. Way stated that he would be returning to this discussion. His second area of concern is related to the tree row on the south side -- what is their intent with that?

Mr. Chillog responded that their intent is to preserve that tree row. If he recalls accurately the tree survey of the site, that tree row is split 50-50 between their Dublin site and the adjacent City of Columbus site. He believes that due to the grade, there is stormwater management at the rear of the lots within the City of Columbus jurisdiction. The tree row is an amenity that they want to keep.

Mr. Way responded that the tree row differentiates this development from the City of Columbus development to the south. He believes it provides a very nice break between the two jurisdictions, which should be preserved.

Mr. Chillog responded that their prior conceptual plans mirrored the City of Columbus development with many houses located along the side. With the pocket park (H on the plan), they are attempting to create some movement at the back of their proposed homes, which will be adjacent to the City of Columbus area. Having deeper lots there will enable them to better respect the tree row. They have attempted to separate the proposed homes from the tree row along that property line.

Mr. Way stated that the anticipated Tuttle Crossing Boulevard extension overpass could be designed in many different ways, but it is likely to be on embankment. The roadway will extend at least 25 feet above the railway. There will be some type of green slope. Although it may not happen for some time, eventually, it will be the environment in which these homes will exist. It will not be a flat green plain. It is important to contemplate how that will be treated to ensure it works with this plan.

Mr. Chillog responded that he appreciates that point. They will work on the visuals of that green slope as they advance the site plan design.

Mr. Deschler stated that the staff report referred to the need for continuous, usable greenspace in addition to that identified as Item I on the plan. Will it be difficult to incorporate that into the proposed plan?

Mr. Chillog responded that while it is a great idea, it is redundant to the greenspace that exists along Tuttle Crossing Boulevard. There are opportunities to enhance that. The difficulty would be the cost of the number of units to include that on this site.

Mr. Deschler inquired if the continuous greenspace would be in the areas of C and J. It will not be in and around the homes, but will front Tuttle Crossing Boulevard. Staff has suggested adding some east-west greenspace movement. However, the applicant is indicating that occurs on the north side of the development.

Mr. Chillog responded that as opposed to a continuous east-west swath of greenspace, their intent is to provide a variety of greenways between houses, through parks and along the streetscape. As pointed out previously, all points in the plan lie within 6 houses of access to greenspace and 200 feet of another pathway.

Mr. Deschler inquired if the proposed plan provides 160 feet of setback along Tuttle Crossing Boulevard, but staff recommends 180 feet.

Mr. Bitar responded that it is not the setback; it is the width of the Tuttle Crossing Boulevard right-of-way. The Community Plan update, which will be effective August 1, 2024, calls for 180-foot rights-of-way. Not all of that would be on this property. Half of that, from the centerline of the road south, would be on the property. The existing Community Plan calls for 116 feet of right-of-way. The setback on this plan is not an issue. They have provided sufficient buffers between the roadway and the houses. That design element will continue to evolve.

Mr. Deschler inquired if the applicant has indicated that in the areas where C and J meet, their intent is to include stormwater management, but not in the form of a small pond. It would be in the form of a natural overflow area.

Mr. Chillog responded that the "wet areas" would be at the corners of the property. In between, a vegetated approach would be taken, creating a natural appearance.

Mr. Deschler inquired if they had contemplated adding walking paths along the exterior of the site in addition to the sidewalks within the development.

Mr. Chillog responded affirmatively. They have discussed with staff the option of extending pathways along the railroad, Cosgray Road and Tuttle Crossing Boulevard

Mr. Garvin inquired if the contemplated Tuttle Crossing Boulevard extension is stubbed slightly past Gerlach. Would it be possible to provide a more finished appearance until that is completed?

Mr. Chillog responded that the Engineering Department would determine how that should be done.

Ms. Call stated that the Commission has had significant past discussions about 6-foot sideyard setbacks versus 6-foot and 8-foot sideyard setbacks achieving a total of 14 feet. Although this development would have its own development text, what is the current Code requirement for residential developments?

Ms. Rauch stated because this will be a planned unit development (PUD), it will be determined with the development text. The Neighborhood Design Guidelines indicate 6 feet should be the minimum setback allowed between 2 houses. Staff has discussed with the applicant that the goal is to have a 6-foot minimum sideyard setback on one side and a wider sideyard setback on the other side of the house.

Public Comment

There were no public comments.

Commission Discussion

Ms. Call indicated that no decision will be made by the Commission this evening, but feedback related to the discussion questions would be provided by Commission members.

Mr. Garvin stated that his biggest concern is the lack of diversity in the proposed house elevations. Although the Concept Plan is an early step in a proposed development, he would recommend that element be added in the next iteration. The space over garages would provide an opportunity to alter the height and character of the houses.

Mr. Deschler reiterated Mr. Garvin's concern about the current lack of diversity in the home elevations. He would like to see additional building materials, including stone. He is supportive of

the conceptual layout, particularly some of the proposed open spaces. He is interested in seeing what ideas they will propose as community amenities. He is curious if more opportunities for side-load garages could be created by maneuvering some of the homes, perhaps by having less density or by moving some of the streets. Keeping the tree row on the south side bordering the Columbus development is important. He would like to see some continuity of greenspace in addition to the sideyards that run between the home lots. The potential homeowners would really appreciate that additional greenspace. He is generally supportive of the proposed Concept Plan.

Mr. Alexander stated he shares Mr. Way's previously stated concern, which is the reason he inquired about the east-west connector. He likes much of the Concept Plan. He prefers what the applicant has done using the streetscape to link the spaces as opposed to creating a greenway. The reason is that they are not eroding the space along the street but reinforcing the public realm by including porches in their design; that is an excellent feature. However, one road is collecting all the traffic; therefore, it may need to be wider or more prominent. Most of the east-west traffic will converge there. He inquired about the east-west connection, because he sees the opportunity to connect the street across the front and turn the units, so that a number of units will front that street. A band of green would be created along the front, and the drive would be similar to a parkway. Doing so would address the view from Tuttle Crossing Boulevard, as well. The front yard of this development is Tuttle Crossing Boulevard, so having units that face the front yard and developing that area with elaborate landscape would enhance the design. He likes the small blocks of the site design. It provides clearly defined neighborhoods within neighborhoods. The way the intermediate space connects to the greenspace is very thoughtful. He is generally supportive of the Concept Plan.

Mr. Chinnock stated he concurs with fellow members' comments. Although the Concept Plan deviates from inclusion of multifamily versus single-family homes, he is supportive of doing so for this site. He is supportive of the overall layout of the site plan. He appreciates the level of thought that went into this revised iteration of their plan. The applicant listened to the Commission's previous feedback and came back with a plan that makes more sense for the site. He applauds their efforts. They have created a very nice streetscape within the neighborhood, particularly with the front porches. If they landscape the development in the manner depicted on the conceptual plan, the issue with the back of homes along Cosgray Road would be eliminated. The back of homes cannot be seen if there is landscaping. The streetscape they have created achieves more than facing homes along Cosgray Road. He is concerned about the through street. If it is continuous, it will create a very challenging connection. He would recommend the applicant consider a way to break up that length of roadway. He would like to see and understand how the area at the railway crossing will work. That corner is a concern. He remains concerned about the depth of the railway setback. There is a reason for the Code requirements, and it is important not to get too close to the railroad. However, this iteration of the proposal reflects excellent progress from the previous plans.

Ms. Harter stated that in regard to the proposed density, she believes the 5 houses near the tracks could be eliminated and replaced with landscaping or additional open space. She is supportive of adding mounding along the railway, utilizing the retention basins for landscaping and keeping the tree row. The applicant has requested feedback regarding the open spaces. She would recommend adding a unique gathering area and an active space, such as a rock climbing opportunity. Adding additional building materials would improve the diversity of the architecture. She would recommend the front porches be covered; adding more side-load garages, if possible; and using

the space over garages to make them unique. She would suggest adding some landscaping and privacy elements between the homes and using pillars to add a theme to the development. Perhaps combining art with natural items, such as rocks, could add a focal point to the development.

Mr. Way stated that he believes the proposed architecture is heading in the right direction. The Neighborhood Design Guidelines approach to pulling the garages back was correct, and how the applicant is approaching open space also is correct. He believes the setbacks are appropriate, both along the railway and Tuttle Crossing Boulevard. The Commission has talked about the role of Tuttle Crossing Boulevard. Although its extension will not be built for some time, at some point, it will be a major artery that will connect through the City to SR161, and Cosgray Road will become a major north-south artery. This development has two very important edges, and the way the applicant has organized the open space along both those edges sets up the development well to create a positive image of the development. He does not believe that backing houses to these major roadways should continue to be promoted in the City. In the City of Columbus development to the south, a road loops south and all the houses front onto that loop road and then onto Cosgray Road. He would recommend that the house lots around "B" on the site map face an edge road, connecting B and C back to A on the map. All of those units, then, would face out onto the open space and out onto the roadways. That would create a positive image of what will be a very strategic intersection in the City, if not immediately, at some point in the future. Traffic on the future overpass will look down into the development, so the units that will be along that edge should not face it with their sides. They could be the fronts of units, or the sides of the units should be designed to look like the fronts. He also is open to the idea of having a different type of unit there, such as a townhouse. Those 2 road edges are very important, and the houses should face outward. Typically, the rear of the homes is not the best view. The idea of a connected greenspace would fit well with his suggestion. An east-west greenway would be different from the greenspace along the perimeter. It would be the community's connector, connecting sub-neighborhoods. He believes these suggestions could be incorporated easily into the plan and would make it incredible. The Concept Plan is very solid with many good elements.

Ms. Call thanked the applicants for reaching out to the existing neighborhood early. She concurs with the suggestions made by Mr. Way. She also agrees with the suggestions regarding the need for more variety in the building materials, the side-yard setbacks and the garage setbacks. She agrees that there is opportunity to have the homes face an internal greenway and open up the view corridor. The easternmost edge of the property resembles a Columbus development until it reaches the greenspace. We do not typically seek to mimic Columbus. Dublin likes its greenspace and view corridors. We are not opposed to density but prefer to cluster it. This development is as intense on its eastern edge as the area to the south. The Concept Plan proposes a beautiful project. She inquired if the applicant had any additional questions.

COMMUNICATIONS

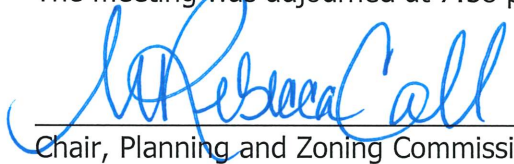
Ms. Rauch provided the following updates:

- The Envision Dublin Community Plan update was approved by City Council at its July 1, 2024 meeting and will be effective in 30 days. The new plan will be available in both online and printed versions.
- Review of the development review process is currently underway, and discussion of the process is scheduled on the July 18 regular meeting agenda.
- The next regular Commission meeting is scheduled for Thursday, July 18, 2024; a joint training session for PZC, ARB and BZA is scheduled for August 22, 2024; and a Joint Work Session with City Council, PZC, ARB and BZA is scheduled for September 3, 2024.

Ms. Harter requested an update regarding the City's recent purchase of Sports Ohio. Ms. Rauch stated that the City initiated the purchase of Sports Ohio and additional acreage along SR161 in Madison County. City Council is interested in opportunities to promote development and retain great assets within the City. This is part of Council's long-term planning in view of potential opportunities in the West Innovation Area. When the City initially takes ownership, the site will continue to be run as Sports Ohio, as the opportunities are considered.

ADJOURNMENT

The meeting was adjourned at 7:58 p.m.



Chair, Planning and Zoning Commission



Assistant Clerk of Council