



MEETING MINUTES

Planning & Zoning Commission

Thursday, July 18, 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 18, 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

Commission members absent: Kim Way, Jason Deschler

Staff members present: Jennifer Rauch, Bassem Bitar, Thaddeus Boggs

ACCEPTANCE OF MEETING DOCUMENTS

Mr. Alexander moved, Ms. Harter seconded approval of the meeting documents.
Mr. Chinnock, yes; Ms. Harter, yes; Mr. Alexander, yes; Ms. Call, yes; Mr. Garvin, yes.
[Motion carried 5-0]

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.

CONSENT CASE

Ms. Call stated that there was one item, Case 24-087AFDP – Neuro Transitional Sign, scheduled on the Consent Agenda and inquired if any Commission members wished to move the case to the regular agenda for discussion.

No member requested that the case be moved to the regular agenda.

CASE REVIEW

- **24-087AFDP – Neuro Transitional Sign**

Proposal for an Amended Final Development Plan for a ground sign at the site of a new building. The 1.98-acre site is zoned PCD, Planned Commerce District, Riverside North and is located northeast of the intersection of Hospital Drive and Perimeter Drive.

Ms. Harter moved, Mr. Alexander seconded approval of the Amended Final Development Plan with the following condition:

- 1) That the applicant submit an encroachment permit concurrent with the permanent sign permit, subject to review and approval by the City Engineer.

Mr. Chinnock, yes; Ms. Harter, yes; Mr. Alexander, yes; Ms. Call, yes; Mr. Garvin, yes.
[Motion carried 5-0]

- **24-086CP – Monterey Drive**

Concept Plan for a mixed-use development consisting of approximately 19,400 square feet of commercial space, 53 attached single-family units, and associated site improvements. The 6.86-acre site is zoned BSD-HTN, Bridge Street District – Historic Transition Neighborhood, located on both sides of Monterey Drive, south of the intersection with W. Bridge Street.

Applicant Presentation

Russell Hunter, Crawford-Hoying, 6640 Riverside Drive, Dublin stated that the Commission previously provided an Informal Review of their proposal for this site. Since then, they have revised the plan, incorporating the Commission's earlier feedback. This site, located at the corner of Monterey Drive and Bridge Street is unique. It is a transitional site between Historic Dublin – Core zoning and the residential community to the south. The site has great commercial frontage and offers opportunities for Dublin Cemetery expansion. Adjacent to the residential neighborhood, there is a popular City park. He highlighted the changes that have been made since the Informal Review. They continue to have approximately 20,000 SF of ground-floor road frontage. Previously, they had proposed additional commercial or residential on the upper floors. They have discarded that idea for a couple of reasons. In regard to office use, the office market is not doing well at this time. It is not a viable option to create additional office use when there is available office unleased within the area. They looked at other use options. They are receiving potential interest in the ground-floor spaces, but some of the potential uses are parking intensive. In this transitional site, they do not want to create a parking issue. Instead, they are proposing 1.5-story residential units along Bridge Street and townhomes to the rear. The Monterey Drive units would be subject to current Bridge Street District standards. There will be a new east-west public road, which, per the Thoroughfare Plan, eventually will connect to Corbins Mill to the west. The new road will enable northbound traffic to SR161 to make a west turn onto Bridge Street. Monterey Drive will be the primary road; the new road will be a secondary road. Their buildings will front those roads. This plan will include a development agreement with the City for a property swap for land the City owns along Bridge Street. The cemetery expansion would be enabled by the one-to-one swap. The plan also includes the creation of some open spaces, the expansion of the existing park, and the creation of a gateway experience into the neighborhood. He anticipates this will be an improvement for the neighbors and the community in general. They believe this plan is the right approach for this site

and are interested in the Commission's feedback. They have engaged Architectural Alliance to design the commercial frontage.

Dustin Todd, Archall Architects, 49 E. Third Avenue, Columbus stated this proposal provides parking at the rear of the building and main entrances for the retail on the front. The goal is to extend the Bridge Street walkability of Historic Dublin. There will be one building on each side of Monterey Drive with a covered walkway to the parking at the rear. They are proposing 3,000 SF of exterior patio space, extending the patio experience that exists in Historic Dublin up to this area. They looked at the context of the Historic District when considering the scale, massing and materiality of the proposed buildings. The two buildings will create a gateway to Monterey Drive. The building details will be addressed with the Preliminary Development Plan.

Mr. Hunter reviewed plans for the townhomes. Crawford-Hoying is good at building, but single-family homes are not their particular area of expertise. Consequently, they looked for a partner for the residential component who already has a successful product, but will allow Crawford-Hoying to modify the exterior. They are beginning with a Fischer Homes product and will apply an appropriate vernacular that combines masonry facades with some siding, porches, and standing seam roof. This will provide a nice transition for the Historic Core neighborhood, which is more urban next to residential neighborhood south of this site. They anticipate this may be a product that they will be able to re-create in other areas, as well.

Staff Presentation

Mr. Bitar stated that the Bridge Street District development process includes several steps. This proposal was informally reviewed December 7, 2023; it is now at the Concept Plan stage. Because a development agreement also is involved, the Commission will be making a recommendation of approval to City Council, who will make the final decision on the Concept Plan. If approved, the next steps are the Preliminary Development Plan (PDP) and the Final Development Plan (FDP). Tonight, the Commission will review the Concept Plan to evaluate how it relates to the Bridge Street District intent, the Community Plan alignment and the Neighborhood District Design Guidelines.

Mr. Bitar described the site. The 6.86-acre site is zoned BSD-HTN: Bridge Street District – Historic Transition Neighborhood and consists of 13 parcels along both sides of Monterey Drive, south of its intersection with W. Bridge Street. The individual parcels are owned by Dublin Development LLC, except the parcel at the southeast corner of W. Bridge Street and Monterey Drive, which the City of Dublin owns. A Shell gas station and convenience store currently occupy the two parcels at the southwest corner of the intersection. The rest of the site is vacant, with a previous gas station located on a City-owned parcel and the previous duplexes located on the southern parcels demolished in recent years. Several stands of mature trees are located on the site, especially along the west and south property lines and across the rear of the parcels that front W. Bridge Street. The Dublin Cemetery borders the site to the east and extends along a portion of the southern property line. Monterey Park is located to the south of the site, west of Monterey Drive. To the west of the site are a Marathon gas station, a home goods store, and a single-family residence, all fronting Corbins Mill Drive. Sells Middle School is located across W. Bridge Street to the north. The proposal is for a land swap of the parcel that the City owns for land the applicant owns, which the City would use for expansion of the cemetery. The BSD-HTN district permits a variety of uses that are complementary to the adjacent historic district. These include both the commercial uses (retail/eating and drinking) proposed along the W. Bridge Street frontage and the townhomes

proposed to the south. The site immediately to the east of this site and the school located on the north side of Bridge Street are zoned HP - Historic Public. The site is within BSD-HTN, Historic Transition Neighborhood District, which has its own set of standards. This district complements the HD Historic Core district by accommodating a variety of building types within a block street network and uses consistent with that district. It accommodates uses similar to those in the HD Historic Core district. The HTN zoning allows an extension of the walkable mixed-use character of the HD Historic Core district. The HTN district requirements establish open space patterns and location requirements for building types, provide additional residential opportunities, and extend the small-scale commercial activities of the HD Historic Core district. The site lies within the Bridge Street District street network. The site currently has access via W. Bridge Street (a Corridor Connector/Principal Frontage Street) and Monterey Drive (a Neighborhood Street). Principal Frontage Streets (PFS) are designated to ensure a continuous, pedestrian-oriented block. Development along a PFS should include front-facing building facades and limited conflicts between pedestrian and vehicular traffic. The BSD Special Area Plan includes the Future Land Use recommendations, which identify the site as a mixed-use village center. It includes potential connectivity that highlights the Historic District to the east. A new east-west public street extending from Monterey Drive to the west property line would be constructed as part of the development and accommodate 10 on-street parking spaces. This is consistent with the BSD Special Area Plan recommendations, which include a Neighborhood Street eventually extending further west to Corbins Mill Drive.

At their December 7, 2023 meeting, the Planning and Zoning Commission (PZC) reviewed and provided non-binding feedback on an informal proposal for a mixed-use development at the site that included:

- Two buildings along the W. Bridge Street frontage with a total of 20,000 square feet of commercial space on the ground floor, and two alternate upper floor options: one additional floor with a total of 20,000 square feet of office space, or two additional floors with a total of 40 multi-family residential units.
- 40 single-family attached (townhome) units organized around two new east-west streets with rear alley garage access.
- Open space along the east property line, approximately one acre of which would be dedicated to the City for cemetery expansion in exchange for the City parcel along the W. Bridge Street frontage.
- Surface and on-street parking.

PZC members provided the following feedback:

- Support for upper-floor residential uses in the buildings fronting W. Bridge Street to activate the street frontage and reduce the need for surface parking.
- General support for the development of single-family attached condominiums on the rest of the site as a transitional use between the existing single-family detached uses to the south and the busier Bridge Street corridor to the north.
- Improvements in the design and possibly the massing of the single-family attached structures are needed over the character images that were provided.
- Support for the overall site layout.
- Need for further refinement of the traffic management details, open space location and design, and various other details.

A traffic impact study (TIS) was completed when the comprehensive Bridge Street rezoning was approved several years ago, so this application would not require a new TIS.

Mr. Bitar indicated that the revised proposal is generally consistent with the Informal Review version with the following notable exceptions:

- Reduction in the height of the buildings at the W. Bridge Street frontage from 2-3 stories, to 1.5 stories (one occupied story), thus also eliminating the previously proposed office or multi-family residential uses on the upper floors.
- Reduction in the number of east-west streets from two to one (public) street.
- Increase in the number of single-family attached units from 40 units to 53 units.
- Change in the proposed location of the cemetery expansion and public and private open spaces.

The northern portion of the site is proposed to be developed with four commercial buildings fronting W. Bridge Street (two on each side of Monterey Drive). The total building area would be 19,416 square feet, which would be supplemented by 2,960 square feet of patio space. A total of 145 surface parking spaces would be located to the rear of the buildings with vehicular access gained through curb cuts along Monterey Drive. Pedestrian access from the parking lots to the front of the buildings would be provided through covered pedestrian ways between the buildings. The proposed commercial buildings are proposed to follow the Historic Mixed Use building type. The minimum height for this building height is 1.5 stories, and the maximum is 2.5 stories. As noted above, the applicant is proposing 1.5-story buildings. Given the character and scale of Bridge Street, staff recommends that taller elements be added to the design to complement the majority of historic structures along that roadway. Staff also recommends additional refinements at PDP, such as further articulation of the pedestrian ways and adjustments to the allocation of materials and colors to reflect the massing of nearby historic buildings. Additional details, including roof pitches, transparency requirements, etc., will be examined at PDP to verify Code compliance with building type and design standards. The proposed 3-story townhome buildings comprising 53 units fall under the Single Family Attached building type, which is permitted in the BSD-HTN district, with a minimum height of 1.5 stories and a maximum of 4 stories. The overall site organization is in the form of blocks. If this proposal advances, there will need to be further discussion about the circulation around the buildings, per the Fire Department. The open space has been relocated from the east side of the site to the south side to enable the cemetery expansion. Staff has reviewed the application against the criteria and recommends approval of the Concept Plan with 7 conditions.

Commission Questions

Mr. Alexander inquired if the Concept Plan were to move forward, the number of units would be locked in.

Mr. Bitar responded that they would not.

Mr. Alexander inquired when the east-west connection would occur.

Mr. Bitar responded that it is dependent on if and when the adjacent property owner decides to redevelop their parcel. This proposal includes only the section of the road that would be on this particular property.

Mr. Alexander inquired if that would impact the viability of the proposed project.

Mr. Bitar responded that the development works without that connection; however, it will be greatly improved at the point at which the connection is added, due to the lack of a traffic signal at the intersection of Monterey Drive and Bridge Street.

Mr. Alexander stated that the staff report indicates that the project would be better integrated from a transportation perspective if there were more connections between the commercial and the residential components. He requested additional clarification.

Mr. Bitar responded that the Fire Department has some concerns about circulation within the site and the ability to access some of the residential buildings that do not have street frontage. If this is a truly mixed-use development, the commercial and residential elements should be better integrated.

Mr. Alexander stated that the staff report also points out a height issue and the recommendations refer to vertical accents. He noticed that with their initial proposal, the buildings looked more like 20th century buildings with 2-story facades. Is that the direction staff prefers, even though programmatically, that is not the applicant's direction of interest?

Mr. Bitar stated that across the street is the 1919 school building, which has 3 stories and a parapet. Staff is not suggesting a building of that type or a flat roof, but it could incorporate a 2nd floor or some elements that address the scale of Bridge Street.

Mr. Alexander observed that the height of the proposed building compared to what exists in the district is deceptive. The height of the Oscars building is 22 feet; the 72 N. High building height is 20 feet. This proposed building is 32 ft. 6 in. The former Brazenhead building was nearly 28 feet. The proposed 1.5-story buildings are quite tall.

Ms. Call stated that this is a transitional neighborhood, so the perspective depends on from what and to what we are transitioning. The Historic District has 1 to 2-story structures, but other parts of the BSD neighborhood, such as Metro Center, have taller buildings.

Mr. Chinnock stated that the last time the Commission discussed this project, it talked about potential solutions for the connection at Bridge Street and Monterey Drive, such as a traffic signal and other forms of pedestrian and traffic mitigation. The discussion also included a new road connecting to Corbins Mill. The applicant has admitted that it is very risky for traffic to turn west from Monterey Drive onto Bridge Street. He is having difficulty contemplating recommending approval for this project when there is no understanding of what will be happening at Bridge Street, the future connectivity plans and the timing thereof. As the situation exists today, this project should not be approved. It would be incredibly irresponsible of the Commission to allow this to proceed without addressing the Monterey Drive connection at W. Bridge Street.

Ms. Call requested Mr. Bitar to review the other elements in addition to this parcel, which the City will be considering holistically.

Mr. Bitar responded that a new TIS is not needed, because the type of density and uses were all envisioned and studied with the original rezoning. However, the manner in which the intersections will function and the timing of the traffic signals on Bridge Street will be studied further with the Preliminary Development Plan.

Mr. Chinnock inquired if a condition of approval should be added that a plan for resolution of the intersection must be in place before the project is permitted to move forward.

Mr. Bitar responded that since it is part of the typical PDP process, adding that condition to the Concept Plan may not be necessary.

Ms. Call inquired if it would be within the purview of the Planning Commission to add that condition of approval, since City Council would be the approving body.

Mr. Boggs responded that it would not be necessary at this stage of the development process. Engineering will be involved in the PDP and FDP reviews, so any need for traffic-calming elements will be identified and incorporated in the plan during Engineering's review.

Ms. Call requested confirmation that due to the fact that the traffic issue will be part of the existing staff review process, it would not need to be added as a condition of approval to the Concept Plan. Mr. Boggs responded affirmatively.

Ms. Harter inquired if traffic speeds would be considered as part of that PDP review. Mr. Boggs clarified that a change in speed limit would not be included. That would entail a process that is entirely independent of PZC or City Council. The Ohio Department of Transportation (ODOT) requires certain parameters to be met to change traffic speeds. However, traffic calming measures separate from the speed limit might be considered.

Mr. Garvin stated that he was not serving on the Commission during its previous Informal Review; however, that earlier discussion reflected the Commission's support for 2-story residential. There is insufficient demand to make 2-story commercial viable, but what caused them to abandon the idea of 2-story residential along Bridge Street?

Mr. Hunter responded that the change of direction was due to the parking study results. The market demand for ground-floor spaces is greater for a restaurant use than for a retail use. Crawford Hoying conducts its own parking analysis independent of the City's zoning code. If their tenants are dissatisfied, the use is not viable. Having both ground-floor restaurant uses and 20-40 residential units above would have required another bay of parking. They would need to increase the parking bays to 3 bays or 180 feet of asphalt. That did not seem to be the right solution. Their first proposal for 40 units has been increased to 53, in order for the economics of the project to work.

Ms. Call inquired if the applicant had considered retaining the desired square footage and unit count, but extending the buildings vertically.

Mr. Hunter responded that there might be such opportunities on the corners. These first-floor spaces are significantly taller than most of the ground-floor retail spaces along this corridor, which is noticeable from the street. He wants to avoid deceptive, wasted space. For instance, at Easton, the buildings appear to have second-floor offices, but there is nothing there. He will continue to study this issue.

Ms. Call inquired if the applicant had considered the pocket plazas that are interior to the site. Perhaps they could be pulled forward to Bridge Street and become a gateway feature.

Mr. Hunter responded that they are trying to maximize the amount of patio space for the Bridge Street tenants. Should the gateway be at Bridge Street or internal to the site where they have proposed it? In their plan, the gateway will be to the residential neighborhood. An argument regarding the gateway location could be made either way. Monterey Drive will be significantly upgraded to meet Bridge Street standards. On the west side, will be a new shared-use path.

Public Comments

Nicole Salva, 336 Pebble Creek Drive, Dublin stated that she is a representative for Waterford Village, the neighborhood adjacent to this site and the proposed development. A majority of her neighbors support this proposal. They appreciate the number of units and the fact that the apartments have been replaced with townhomes. The neighbors also appreciate that the commercial space on Bridge Street is one story, not two stories. This site is located across from Sells Middle School, so the residents appreciate 1.0-1.5 level commercial. They also appreciate the grouping of the townhome units on Monterey Drive. Rather than one continuous 3-story building,

there are different pockets and separation of the townhomes. They appreciate the patio spaces. However, they continue to have traffic concerns. The residents deal daily with the existing traffic issue. She does not believe this project can move forward if no traffic signal is installed at Monterey and Bridge Street. With the commercial spaces, there will be an increase in vehicles in this area across from the school. They discussed with Crawford-Hoying the potential for adding an element, such as a roundabout at the entrance into their neighborhood, to deter traffic from coming through their neighborhood. They want to deter 50 additional cars travelling along their street, when they can't exit at Bridge Street. Additionally, there is a water runoff issue on Clover Court; hopefully, that can be addressed. In the past, they have met with other developers interested in the property, and this experience with Crawford-Hoying has been positive. They have been made aware when the applicant was filing a development application with Planning staff. They have surveyed and gauged the perspectives of their neighborhood and provided the feedback to Crawford-Hoying. Subsequently, they have revised their plan. Because their voices were heard, the residents feel more comfortable with the proposed development moving forward.

Ms. Rauch read the following online public comments received regarding this case.

Tony Kirchner, 3275 Lily Mar Court, Dublin:

"While I'm overall supportive of the uses the project proposes, there are some notable alterations I think are necessary to align the proposal with Envision Dublin. To quote Envision Dublin: "The Future Land Use designation under Envision Dublin is Mixed Use Village, which is intended to be a small-scale, pedestrian-oriented district developed with respect to historic building context and character." Meanwhile, the development's most prominent feature are its large dual parking lots. This is hardly a pedestrian-oriented development despite its being within a half-mile walk to The Link, Historic Dublin's restaurants and retail, CML Dublin, Kroger and more. This should be one of the easiest places in Dublin to live without driving every day, but nothing about this design does anything but encourage getting in your car and driving across the street to get coffee at Fox in the Snow. The increase from 40 to 53 units in the back development feels like too many, especially in attempting to call Reserve A public open space and an extension of Monterey Park, when it really serves as the sidewalk and entrance to the homes of Building 5. I cannot imagine park users ever feeling comfortable conducting park activities in the area shown as Reserve A, unless they were actual residents of Building 5. Eliminating Building 5 altogether would make that public space bigger and better, and allow more room for the rest of the development to spread out and not be so dominated by parking lots. It would also eliminate the need for a Code waiver for frontage. The other "public open spaces" appear to be unused corners of parking lots, which seems like a thinly veiled attempt to reach Code requirements rather than provide any sort of valuable open space for the community. I generally like the design of the commercial buildings taking on the character and acting as an extension of the Historic Dublin commercial district. I agree, as well, with the housing type proposed for the south end, but feel some work is needed to bring this development up to Dublin standards, especially considering the district in which it is located. I hope this development can move forward, but it should also be made clear to the developer that certain refinements are very much needed to improve it before it reaches the next stage."

Kevin O'Connor, Red Rooster Quilts, 48 Corbins Mill Drive, Dublin:

"Thank you for giving me the opportunity to present information to you regarding the Monterey Drive at 201 & 191 W. Bridge Street Development. My wife and I are the owners and operators of Red Rooster Quilts at 48 Corbins Mill Dr. We are immediate neighbors of the proposed development, as well as long-time Dublin residents. Unfortunately, I am traveling out of state today for a funeral service and cannot attend the meeting in person. I am happy to meet or discuss my comments

with the Commission or members of the City at a later time, if desired. Our store opened in 2005 and has thrived, thanks to its reputation and the support of the Dublin community. During our almost 20 years, we have remodeled and expanded two separate times. Each time we worked with the City to meet existing code and zoning to make our business an example of what can be done in Dublin, We also have strived to be "good neighbors" to the property owners around us. We do this because it is the right thing to do. This is also what we believe the purpose of the Planning & Zoning Commission's role is: that is, to set standards and guidelines that encourage everyone to be "good neighbors". What we see with this proposal is not in accordance with this principle. Please let me explain: First: the proposal for an east-west public street would have an immediate and direct negative impact to our property. We have been here almost 20 years but now a proposal by a "new neighbor" will dictate what can happen to our property. The extension of the road they propose would allow them to make significant income at our expense. This future road would require the removal of a large portion of our building and decrease the available footprint for any future building due to the size of our lot being decreased. This decrease in total lot size would reduce the building size because of the requirements related to "total buildable" ratios for the lot, green space requirements, and parking requirements, etc. A new neighbor should not be able to require another property to give up something. If their development is creating a traffic issue, it should be their responsibility to mitigate it within the property they have, and this is what I believe the Planning & Zoning Commission's (PZC) role is to determine. It should never be another property owner's responsibility. If they cannot mitigate the issue, their proposal does not meet the intent of PZC. Instead of making "good neighbors," it is facilitating "bad neighbors". Additionally, if the road is a requirement for the development, then because my property is not changing, it will not solve or fix anything; it is a "red herring!" It is being used by them to attempt to show they are mitigating traffic concerns without actually mitigating traffic, because the road will not be extended. We have been here since 2005 and plan to continue to be here! A dead-end road to nowhere does not solve or mitigate anything. This developer needs to find another way to solve this, most likely by decreasing the density of the units so that they do not negatively impact the Monterey neighborhood. Second: The three-story size of the residential units is out of character with all of the immediately surrounding neighbors. While the multi-story buildings behind the Kroger shopping center may not look out of place, the three-story residential structures proposed will be an eye sore. They will be above the tree lines and be seen from the exit ramps of I-270 to the Historic District, and most significantly to the immediate Monterey Drive neighborhood. The occupancy size created by the third story is one of the contributing factors to the legitimate traffic concerns. Third: If this Concept Plan is approved, the developer has indicated that they will be proposing to go directly from "Concept to Final" with this proposal. I believe this is rushed and will not allow for all parties involved, especially the neighbors, to fully evaluate the proposals. Please do not let a new neighbor come into a neighborhood with a rushed plan that will have significant negative impacts on the existing neighbors. While their proposal may be pretty, it does not resolve the immediate threat to the happiness of Dublin or the neighbors. Please require them to take the full amount of time required so everyone can participate and offer input. The Commission is tasked with making Dublin continue to be the City we all love. Please continue to help all of us be the good neighbors we would want to live or work next door to. Thank you for your consideration."

Ms. Call requested that Ms. Rauch describe the provisions of the street network plan for this area. Ms. Rauch responded that the Bridge Street Code adopted in 2012 includes a street network map, which lays out all the existing and future street connections desired within the Bridge Street District. As development occurs, the proposed street connections will occur in a phased approach. Each development is responsible for providing the streets, connections, lots and blocks required

for their particular parcel that would enable that framework to be extended on adjacent future development parcels.

Commission Discussion

Mr. Garvin stated that he would like to see the park extension integrated. There are tennis courts that are walled-in by chain-link fences. Efforts should be made to make the area feel more integrated into the park. He is concerned with the building materials on the side elevations of the buildings and recommends that they ensure high-quality materials are used.

Mr. Alexander stated that he prefers this revised plan to the earlier plan. He likes the manner in which the applicant has taken greenspace and created a buffer to the south. It is more sensitive to the neighboring properties and has the potential to integrate well with the park. It is a more appropriate border for the park than a road. Even though discussion of architecture is premature at the Concept Plan stage, he believes the units need to be changed dramatically when they do not face a roadway. Units facing a roadway have privacy concerns, and units facing a courtyard are much more private. Using one unit type for two very different conditions is not appropriate. Pulte elevations that face streets are done differently than the side elevations that are internal. They have come up with different plans based on the location of the units. He would caution that the plan should not come back with 53 units that look the same. He is generally supportive of the Concept Plan with staff's conditions. He would encourage the applicant to individualize the units.

Ms. Harter thanked the applicant for reaching out directly to the residents. It improves the development process. She is generally supportive of recommending Council approval of the Concept Plan with the proposed conditions. The elements around the Dublin cemetery, pillars, stonewalls and landscaping present opportunities to emphasize within the development. The architecture and color of the units are lacking in diversity and interest. This will be a walkable area, so the exterior elements are important. Perhaps certain elements of the adjacent Historic District could be duplicated, such as street lamps and flower boxes. She anticipates an attractive development.

Mr. Chinnock also stated that he was generally supportive of the Plan. However, significant site circulation and street connectivity issues need to be addressed. He appreciates the effort Crawford-Hoying has invested in hearing the neighborhood's voices.

Ms. Call stated that while the 1.5-story buildings are taller, there are design elements throughout the community that are smaller scale; typically, they are on 2-lane roads. They are part of the mixed-use incorporated into a residential neighborhood. This section of West Bridge Street is in a sleepy residential neighborhood, and the buildings alongside it are in a transition situation. Here, they are not really transitioning to the residential neighborhood. The residential neighborhood is tucked back and hidden from the public realm. From the public realm, the transition occurs with a grocery store. That store is located adjacent to Metro Place, where 5 and 6-story buildings are envisioned. In this transitional neighborhood, this parcel will "set the stage." It will be the first development in this area to re-envision how Dublin will look in 20 years. She appreciates their attempts to address parking concerns and make the development work economically. With restaurant users, banquet rooms and private dining areas on the second level could create a vertical element. The Commission is not suggesting that West Bridge Street should be lined with tall buildings or for Bridge Park to be replicated here. However, this development looks a little sleepy

for its position. It looks like it belongs in a more residential neighborhood, not along a 4-lane roadway. Perhaps placing the patios immediately adjacent to a plaza would provide a landmark area. There could be a gateway into the residential area, but the vision for the overall site would be interesting if the public and private realms integrated. There would still be delineation between public and private, although integrated.

Ms. Call inquired if the applicant desired further input.

Mr. Hunter indicated that they had received sufficient feedback.

Ms. Harter moved, Mr. Garvin seconded a recommendation of approval of the Concept Plan to City Council with the following conditions:

- 1) That taller elements and further refinements be incorporated into the design of the commercial buildings.
- 2) That the residential building design and materials be significantly enhanced to meet the applicable building type and general BSD building design standards, and to better address the site's context.
- 3) That the open space system be further refined to include highly usable and interconnected spaces.
- 4) That the circulation system throughout the site be further developed to address emergency access concerns and provide better integration between the commercial and residential uses.
- 5) That as many of the existing trees be preserved as possible, including the tree line along the west property line.
- 6) That the site design details, including lot coverage be refined to address the BSD code requirements as well as the site's unique setting.
- 7) That the public street right-of-way widths and the streetscape and intersection design details be finalized in coordination with the City's Transportation and Mobility Department.

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

[Motion carried 5-0]

COMMUNICATIONS

Ms. Rauch reminded Board members of the following:

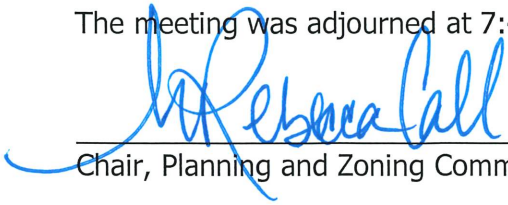
- The development review process previously scheduled on the agenda will be deferred to a future meeting, when all members are present and can provide input.
- The next regular Commission meeting is scheduled for Thursday, August 8, 2024. Although two PZC members will be absent from that meeting, there will be a quorum.
- A training session with PZC, ARB (Architectural Review Board) and BZA (Board of Zoning Appeals) is scheduled for Thursday, August 22, 2024.
- A joint work session with City Council, PZC, ARB and BZA is scheduled for September 3, 2024.

Ms. Call requested that staff conduct an audit of the definition of greenways in the Envision Dublin Community Plan and the Code and ensure the hierarchy is consistent in both documents.

Ms. Rauch indicated staff would do so.

ADJOURNMENT

The meeting was adjourned at 7:48 p.m.



Chair, Planning and Zoning Commission



Assistant Clerk of Council