



MEETING MINUTES

Planning & Zoning Commission

Thursday, October 10, 2024

CALL TO ORDER

Chair Call called the meeting to order at 6:30 p.m. in Council Chamber and welcomed everyone to the October 10, 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, Kim Way, Kathy Harter, Dan Garvin, Jamey Chinnock, Gary Alexander

Commission members absent: Jason Deschler

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

ACCEPTANCE OF MEETING DOCUMENTS

Mr. Alexander moved, Mr. Way seconded approval of the documents into the record.

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

[Motion carried 6-0]

CONSENT AGENDA

- **24-118AFDP – Vista Community Church**

Proposal for a ground sign at the site of an existing building. The 6.67-acre site is zoned PUD, Planned Unit Development District, Vista Community Church and is located northeast of the intersection of Frantz Road and Parkcenter Avenue.

Mr. Way moved, Ms. Harter seconded approval of the Amended Final Development Plan with no conditions.

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

[Motion carried 6-0]

CASE REVIEW

- **24-125CP – Townes at Tuttle**

Conceptual review and feedback of a development consisting of 148 single-family attached units and associated site improvements. The 21.8-acre site is zoned R-1, Restricted Suburban Residential District, and is located southwest of the intersection of Tuttle Crossing Boulevard and Hirth Road.

Staff Presentation

Andy Gottesman, M/I Homes, 4131 Worth Avenue, Columbus, stated that with him tonight were Aaron Underhill, Josh Barkin, VP of Land, Max Block, Land Analyst, M/I Homes. At their June meeting with PZC, their plan was reviewed and the Commission provided very helpful feedback. Since that meeting, they have worked with staff and attempted to incorporate the Commission's feedback. He highlighted the significant changes to the plan that were made.

- There are no visible garages from the street, when driving through the site;
- Changing the unit type resulted in an open space increase from 45% to 66%;
- The previously disjointed greenspaces have been combined into one element on the northwest intersection of the two streets.
- There are now homes facing the trees. There is a walking path along the northern and southern boundary, providing a circular path network throughout the community. There are numerous paths throughout the site.
- Parking – The previous plan had 38 guest parking spots in three different areas. The new plan has 122 guest parking spots between on-street and off-street head-in areas. The new plan disperses the parking spaces evenly. With any building, there is now parking within a convenient walk.
- All of the roads have been transitioned from private streets to public streets. This allows the site to match the Community Plan's Future Thoroughfare Plan. Rather than this site blocking future development, with public streets, the site is able to unlock future development by facilitating major connections.
- The Community Plan calls for this area to be between 6-12 du/acres; the development would be 6.8 du/acre, the bottom end of the permitted density.
- He met with some of the neighbors of Olde Dublin Woods to the south and listened to their concerns about the traffic problems in the area. He believes their objections are not to the proposed land use, but more about the current unsatisfactory traffic conditions. They have not yet conducted a traffic study, but if the Commission is supportive of their proposal, that will be required with the Preliminary Development Plan (PDP).
- The City's recent Housing Study indicated that there is a need for the townhouse product within the City. They believe the townhouse product they have proposed will have exteriors that are architecturally creative and attractive.

Staff Presentation

Mr. Hounshell stated that this is the second time this proposal has been before the Commission for review. The Commission provided an Informal Review for the Townes at Tuttle in June 2024. That initial submission included 126 front-loaded townhome units and 10 acres of open space. It was accessed entirely by private streets, with limited opportunities to connect to adjacent properties. The combined +/- 21.8-acre site is zoned R-1, Restricted Suburban Residential District and is located southwest of Tuttle Crossing Boulevard and Hirth Road. The site has frontage on both

roads with Hirth Road being the primary frontage for this property. The site is currently undeveloped and features a row of existing trees along the southern parcel line and a densely forested area in the northern half of the site. The forested area contains a Stream Protection Zone that provides a buffer for an existing ditch. The site has approximately 475 feet of frontage along Hirth Road. Properties to the east and west of the site are located within the City of Columbus. The Future Land Use (FLU) plan designates the site for Mixed Use – Neighborhood, which is intended for neighborhood services located near existing and future residential neighborhoods that are walkable, auto-accessible, and scaled to neighborhoods. Anticipated uses include office, personal services, commercial, and retail. Single-family residential and multi-family residential are designated as supporting uses to the primary uses listed above. Although the FLU designation is Mixed Use - Neighborhood, more specific recommendations are provided for this site in the Special Area Plan – Southwest Area Plan. This site is projected to be denser than adjacent properties to the south, offering a residential transition between Tuttle Crossing Boulevard and the existing Olde Dublin Woods neighborhood to the south. The Community Plan provides the following recommendations for the properties southwest of Hirth Road and Tuttle Crossing Boulevard: “This property features a major stand of trees and a protected stream corridor located along the southern edge of the tree stand. The tree stand should be preserved to the greatest potential by integrating into the neighborhood open spaces as residential development occurs on adjacent land. Hirth Road is a low-traffic corridor that primarily serves single-family residential properties on Olde Dublin Woods Drive. To maintain the character of Hirth Road, development should primarily be residential. Development should include a mix of residential, varying from traditional single-family homes to townhomes, and utilize the stream as a primary open space feature.” The development should also provide connections of public streets that can access the properties to the south and west. The Area Plan showed access to the roundabout on Hirth Road; however the revised proposal has no direct access to the roundabout.

With the Informal Review submission reviewed by the Commission in June, the PZC members recognized the site's development opportunity but expressed concerns. They did not support the proposed layout and architecture, indicating it lacked creativity and it did not consider the surrounding area. Members indicated that the applicant should consider this site with the parcel to the north to understand how the larger site could develop comprehensively as outlined in the Community Plan. The Commission recommended incorporating the public street connection through the site to Tuttle Crossing Blvd., as shown in the Southwest Area Plan. The members stated that the proposal needs to fit into the larger picture and not be treated like an island. They indicated that the proposal included too many units, creating a rigid plan that did not relate to the open space. The Commission indicated that the proposal should take advantage of the open space and integrate it into the development. They also indicated that the proposed architecture and building type were inappropriate, and the proposed development was too garage door-centric, which should not be the focal point of the design. The streetscape design and the design of the rear open spaces needed to be carefully considered and thoughtfully designed. The Commission recommended that the applicant meet with the surrounding residents to understand their feedback. Mr. Hounshell indicated that the applicant had made the following updates to the previous proposal:

- Changed the unit type from front-loaded townhomes to rear-loaded townhomes;
- Increased the proposed units from 126 to 148 (5.8 d/ac -> 6.8 du/ac);
- Updated the site layout due to public street additions and future street expansion to the north, south, west, and south;
- Modified locations of open spaces and parks;
- Included public sidewalks throughout the development;

- Changed the height of the units from 2 stories to 3 stories.

Mr. Hounshell stated that public service streets have been added, which is a new street type identified in the Community Plan. Those streets are intended to be approximately 16 feet wide, but the applicant is showing those streets with a width of 26 feet. The purpose is to provide fire vehicle access to those units that only have access from the public service street. This element will continue to be worked on by the Transportation and Mobility and Planning staffs with the Fire Department. He noted that the Neighborhood Design Guidelines would be applicable to this project. The following questions have been provided for the Commission's discussion:

- 1) Is the Commission supportive of rezoning the property to permit a proposed attached single-family residential development?
- 2) If the Commission supports the rezoning, does the Commission support the proposed site layout?
- 3) If the Commission supports the rezoning, does the Commission support the proposed open spaces?
- 4) If the Commission supports the rezoning, does the Commission support the conceptual massing and architecture of the attached townhomes?
- 5) Any additional considerations by the Commission?

Commission Questions

Mr. Garvin stated that he did not participate in the June review. However, it appears that the stream still is not included in this plan, although it was recommended in that earlier review. Is there any consideration of doing so?

Mr. Goettsman responded that they believe they have begun to activate the stream by adding a path along the tree row. Because they have not yet done the tree study, it is difficult to understand where and how the stream would be integrated, as well as incorporation of the public park at the northwest corner of that intersection, which is a gateway into the site. They invite the Commission's feedback. He added one clarification to staff's presentation. This site does not have frontage on Tuttle Crossing; therefore, they would dedicate right-of-way to the City so that if there ever were to be a future improvement related to the future extension of Tuttle West and the roundabout at Wilcox Road, the City would have that right-of-way.

Mr. Garvin inquired if for this point in time, there would be only one entrance and exit on to Hirth Road.

Mr. Goettsman responded affirmatively.

Mr. Alexander inquired if this property would need to be rezoned to meet the Southwest Area Plan guidelines, regardless of what is proposed tonight.

Mr. Hounshell responded affirmatively.

Mr. Alexander inquired if there is any reason paths cannot be directed into the Preserve Area and the edge of the stream cannot be activated. Are there any restrictions?

Mr. Hounshell responded that there are no restrictions at this time. If the Commission was requesting that, staff and the applicant would determine if that would be possible.

Ms. Rauch stated that because tree removal/replacement would be a component of that, we would need to be mindful of that element.

Mr. Way stated that the Special Area Plan shows a proposed roundabout on Hirth Road and an east-west connector extending across the north side of the property. Is that based on a previous provision of the Thoroughfare Plan?

Mr. Hounshell responded that those are neighborhood streets, so the Thoroughfare Plan would not specifically call those out. These provisions are similar to what was shown in the 2013 Community Plan, but it has been evaluated to determine it continues to make sense.

Mr. Way inquired if the future neighborhood boulevard also does not show on the Thoroughfare Plan.

Mr. Hounshell responded that the road connections are consistent with the Special Area Plan. That road would not show up on the Thoroughfare Plan because it is not a commuter, arterial, or highway road. The street type being shown is based more on its character. We continue to work on whether that would be the preferable street type here.

Mr. Way responded that he finds it confusing because one plan shows the road in one location, and this plan suggests another location. It is hard to evaluate the preference for that east-west connectivity.

Mr. Hounshell responded that more work needs to be done on those elements, but at this point, it is the applicant's best judgment about the future street layout and the anticipated future north-south roadway location.

Ms. Call requested that staff clarify what the Thoroughfare Plan addresses and if it includes this level of design and how any application fits into that Plan.

Mr. Hounshell responded that the Thoroughfare Plan is intended to address the major streets in the City and the distribution of traffic throughout the day. Neighborhood streets handle a lower traffic volume and are not addressed by the Thoroughfare Plan. There is more flexibility on where those streets can be located, which is addressed with any rezoning via a Traffic Impact Study (TIS).

Mr. Way stated that the density schematic provided in the packet materials seems to indicate that higher density development could occur on the north side of the parcel. Is that the intention?

Ms. Call stated that originally, the site was designated for mixed-use development. She asked that staff clarify the density relative to commercial and residential in conjunction with Mr. Way's question.

Mr. Hounshell stated that with the current Southwest (SW) Area Plan, the recommendation is no longer for commercial on or adjacent to this property. The site is meant to provide a transition from Tuttle Crossing to the southern border of the City, which is at Olde Dublin Woods. In the current concept, the east-west street divides and preserves the open space. More dense residential development fronts the street. There is more density closer to Tuttle Crossing. Future connections are provided to Wilcox Road and Tuttle Crossing to help alleviate some of the added density.

Mr. Way stated that the intent of the SW Area Plan is to provide a transition of density. The Community Plan shows it as mixed-use and residential as a secondary use. The Community Plan allows a mix of uses.

Mr. Hounshell stated that the designation was intended to show the desired character of the area. It was never the intent to have four-five story apartment buildings to fit the allowable density. A mixed-use neighborhood is usually a maximum of two-three story buildings, something that is a walkable neighborhood. The SW Area Plan shows this area as residential.

Ms. Harter inquired if there is room for sidewalks on both sides of the roadway.

Mr. Goettsman responded that the sidewalks would address the front door of the units. On the alley side which provides access to the driveways, there is no sidewalk.

Ms. Harter inquired if the intent still was to provide a pathway around the pond.

Mr. Goettsman responded that they have eliminated that, which previously was intended to be a focal point for the community. With this revised plan, the focus is on the amenity in the western portion. There is a path to Hirth Road that could be used for a future regional pathway connection on adjacent parcels.

Ms. Harter inquired if the upper trellis area adds height to the units.

Mr. Goettsman responded that typically, 35 feet is the maximum height permitted. The feature she refers to is what is typically the third-floor attic space. The building heights will remain the same, but there will be living space in that third story, rather than empty attic.

Ms. Call clarified for the audience and the Commission, Concept Plan addresses only the massing of the structure. The details are addressed with the PDP.

Ms. Harter inquired if City staff was invited to attend the applicant's meetings with the neighborhood.

Mr. Goettsman responded that the City actually had an independent meeting with the homeowners association (HOA) leadership without M/I Homes present; he had a separate meeting with the HOA leadership.

Mr. Chinnock stated the applicant indicates that they revised the prior plan from 45% greenspace to 60% greenspace with this plan. However, this revised plan visually appears to provide much less greenspace. Was a change made to the previous plan's backyards?

Mr. Goettsman responded that is correct. The previous plan provided patio space and land behind the units that would have provided additional backyard space. The revised plan provides only a common area greenspace outside the front doors of units.

Mr. Chinnock stated that is where they were able to add an additional 15% to the common area greenspace.

Mr. Goettsman responded affirmatively.

Mr. Chinnock inquired the intent for streetscape area. He indicated he was referring to the east-west street.

Mr. Goettsman responded that the Concept Plan does not provide all of the intended landscaping. They would follow the City's street tree planting requirements.

Mr. Hounshell responded that those details are addressed in the PDP, and the Transportation and Mobility Department would ensure all Code requirements are met.

Ms. Call inquired if the revised plan provides any private open space for the residents of the development.

Mr. Goettsman responded that each unit would have a deck on the second floor of units on the rear façade.

Ms. Call inquired if that would be elevated above the driveways.

Mr. Goettsman responded affirmatively.

Ms. Call inquired if the City has any public streets that do not include sidewalks? Is that permitted by City Code?

Mr. Hounshell responded that in the Community Plan, all the public streets have sidewalks.

Ms. Call stated that the proposed public service streets in this plan have no sidewalks. Would that meet public street standards?

Mr. Hounshell responded that those are intended service streets built to public standards. Typically, they do not have sidewalks.

Ms. Call inquired if the City typically has long, linear streets through developments, as seen in this plan.

Mr. Hounshell responded that it can depend upon the anticipated neighborhood. Again, Transportation and Mobility staff would participate in that determination.

Ms. Call inquired if the plan had a public street on the north and the south ends of the site, similar to the shared street in the middle, would staff accept a narrower public service street sans sidewalks.

Mr. Hounshell responded that if there were other public streets that were able to provide fire accessibility to these units, the public service street width could shrink.

Mr. Alexander inquired if the increase referred to was open space or greenspace.

Mr. Goettsman responded that he believed those to be the same thing.

Mr. Alexander requested that he clarify the open space intended.

Mr. Goettsman responded that open space would be the area that is not roads or unit driveways. It does not include paved areas.

Mr. Way inquired if the applicant could provide a breakdown of the wooded preserve and other open spaces comprising the 14.5 acres of open space.

Mr. Goettsman responded that he did not have the breakdown at this time. Another change in the revised plan is that the buildings are smaller and take up less room.

Mr. Way stated that the Commission is interested in what will be open space usable by the community for recreation purposes.

Ms. Call stated that the guest parking spaces have been increased from 38 to 122. Would 74 of those spaces not be on-street spaces?

Mr. Goettsman responded that there would be 74 head-in parking spaces and approximately 48 on-street spaces. The Fire Department asked them to remove parking spaces from the northern side of the street for the purpose of ease of fire vehicle movements.

Public Comment

Jay Taylor, 5579 Olde Dublin Woods Drive stated that he is president of the local civic association so represents his neighbors. Since the last Commission review, he has had the opportunity for discussions with Mr. Hounshell and Mr. Goettsman. The conversations revealed that neither the City or M/I Homes were intending to purchase the available lot on Tuttle Crossing to provide access for construction of the roundabout that had been contemplated. That access would allow access to the condos on the north to Tuttle Crossing, thereby eliminating the proposed access from Hirth Road. To their understanding, the homeowner of that available lot is seeking to sell his home. The result of the conversations was that nothing was changed. The potential of adding 280-560 traffic movements to Hirth Road daily from the condos will create serious constraints, bottlenecks and safety issues to be able to exit/access their neighborhood. They still have to complete an unsafe U-turn on westbound Tuttle Crossing to enter their neighborhood. Traffic also cannot turn left or north onto Britton Parkway in front of the Walmart site. There are issues with the intersection configuration and traffic volume. Additionally, two COTA buses parking there across from each

other, creating a bottleneck at that intersection. Traffic on Tuttle Crossing Blvd. backing up past Hirth Road, and if Tuttle Crossing is extended further west, that will increase the traffic volume and further backup traffic at the intersection with Britton Parkway, increasing the difficulty in access for their neighborhood. Their proposed solution is for either M/I Homes or Dublin to acquire the land needed for the condo access to be off Tuttle Crossing Blvd., instead of Hirth Road. They ask that Dublin not allow the condominium community to be built until the needed infrastructure can be implemented.

Robert Abruzzi, 5197 Red Oak Lane, Dublin Woods, stated that he does not believe the neighbors have any objection to the construction of the project. However, the traffic implications are severe. One of the worst situations is with the school buses, which must make the U-turn on Tuttle Crossing to reach Hirth Road. It is a difficult traffic negotiation, and at some point, an accident will occur. We are only talking about purchasing a house to be able to extend the street, or purchase some right-of-way from the owner of the wooded area to the right of that property to extend the street to Tuttle Crossing Boulevard. Making some modifications in the median would accommodate that. At this time, residents of the apartments within their neighborhood have to follow a circular path using other streets to be able to access their own street. Since a public street is anticipated in the proposed development, it is important to consider speeding issues. The 2013 Southwest (SW) Area Plan showed a road extending from their cul de sac to Tuttle Crossing Blvd. The current SW Area Plan shows the same thing. How have we deviated from the SW Area Plan to a horizontal/perpendicular traffic path? The City has indicated that there are no funds budgeted for a roundabout on Tuttle Crossing Blvd, which would be a feature worth considering.

Wes Childers, 5481 Olde Dublin Woods Drive, Dublin, stated that turning left from the far right lane on Tuttle Crossing Blvd to Britton Parkway in that far right lane is a position other cars think you should not be in, and they try to assert their position in traffic. Adding a significant level of traffic on Hirth Road will result in more vehicles exiting the neighborhood across from Walmart, attempting to cross two lanes and turn left and north on Britton Parkway. That traffic movement creates a significant traffic hazard at that intersection. He believes it is essential to improve the ingress/egress from Tuttle Crossing to the neighborhood. The existing U-turn on Tuttle Crossing already is a risk.

Dan Forson, 5241 Hirth Road, Dublin, stated that he has four children under age 12. His children along with others use Hirth Road for biking and walking their dogs. With the current lack of sidewalks and lighting, adding a greater number of units and the associated traffic would mean he could not permit them to use the road any longer. He agrees with his neighbors about the need to have road access from Tuttle Crossing.

Eric Park, 5177 Red Oak Lane, Dublin, stated that he is a 47-year resident of the City. There is a recognized need for housing stock, including housing options as proposed with this case. While it is important to address the housing needs, there are several concerns that need attention for the benefit of both the current community and future residents. One of the primary concerns is the development empties onto Hirth Road. There are safety concerns. It is important that a traffic study be conducted. Additionally, the design appears to rely on private carriage drives with no turnarounds, which could complicate emergency responses, particularly for Units 103-114, 77-86, 87-96, 5-14 and 15-24. He has a major concern about the drainage. This site is often quite wet. Hirth Road is flooded 3-4 times a year. Homeowners in Olde Dublin Woods have lived here for decades and while development is inevitable, it needs to be done responsibly, which includes

ensuring the proposed construction does not limit access or significantly disrupt the lives of the current residents. The development will likely bring significant benefits to both Dublin and the developer. This could be a win/win situation for everyone involved but only if concerns about infrastructure and safety are addressed. The neighborhood currently has no sidewalks or bike paths, and the access points at Britton Parkway and Tuttle Crossing are very unsatisfactory. While he is not opposed to the development, it is essential that the City and M/I Homes take steps to improve the infrastructure, carefully consider the density and prioritize safety. Dublin has a history of thriving and improving through development and he hopes this area receives the same consideration by ensuring long-term residents remain safe while improving infrastructure and future growth.

Ms. Call stated that this is a Concept Plan application, and in this area of the City, it is a non-voting item. The next step in the development process would be an application for City Council approval of a rezoning and a Preliminary Development Plan.

Commission Discussion

Mr. Garvin stated that he appreciates the public comments; many good points were made. He provided responses to the Discussion Questions. He is supportive of the proposed rezoning, as it is consistent with the Southwest Area Plan. In general, he supports the site layout. The open spaces are an issue for him. He would like to see the natural areas activated more. The applicant indicates they no longer are proposing a walking path around the lake; he believes that should be reconsidered. The pathways would address his concern about the plan's ignoring the use of the stream, which is a focal point. In regard to the public's concerns about the future connections, he agrees that it makes sense to have that connection be at Tuttle Crossing Blvd. He believes it should be prioritized with this plan. We believes there should be two entrances. He is supportive of the conceptual massing and density.

Mr. Alexander stated that he would be very supportive of this development, but only if the traffic works. If the traffic is solved in a way that does not create problems for the residents of the existing community would determine his support. It is important to look at how the development would tie in, not just the physical site context. He is supportive of the rezoning. With the site layout, he is concerned about the two different street types. He understands the need for the public service streets to be wide next to the garages because of emergency access. Typically, there is a difference in the way the streets are used. Usually there is a muse or a smaller street behind the garages of the units, but when he looks at the plan, that space appears to be identical on the boulevard and the street at the back of the units. He hopes that as the project develops, the character of those two streets is very different. He agrees with staff's comments about the need for linkages with the natural site features. It should be easy to accomplish. The proposed pocket park is right on the edge of the greenspace. To the right in the plan, there is group parking which could provide a space to connect to the greenspace. He recognizes that the Commission encouraged the revised massing, because the input indicated that they did not like the garages. As a result, the garages had to be placed under the units to achieve the desired square footage. Therefore, he has no objection to the massing.

Mr. Way stated the Community Plan has designated this area for mixed-use neighborhood. The uses suggested in that category do not work with this site due to lack of access to streets. The residential proposal for 148 units in 30 buildings, all the same does not create a mixed-use feel.

He believes the plan would benefit from having a variety of residential types and perhaps a variety of cost points. Proposing units all the same is not in the spirit of what the Commission typically looks for. He likes the idea of a mixed-use neighborhood, in this case, perhaps that is mixed residential. He supports the rezoning. He credits the applicant for being responsive to the Commission's previous input regarding the garage units. The shared street works from that standpoint. However, now there is another layer of units that are not fronting another street. He referred to the Towns on the Parkway as an example of a development with rear garages and rear access, but all units front onto a street. He does not believe placing a sidewalk along an open space can be counted as front door access, which no one can actually get to unless they walk a distance. He believes the layout is flawed in that respect. Perhaps the units could be turned perpendicular to the current layout and create a series of courts. That would be a more successful layout. What is proposed does not meet the intent of the Neighborhood Guidelines that all the units front onto a street with parking tucked behind either with surface parking or a garage. The intent is to hide the cars and celebrate the public space. On the open space question, the site has a wonderful wooded environment. That is a great asset for this neighborhood, which could be taken advantage of with walking paths. He likes the pocket park and potential play area. It seems like there should be more smaller pocket parks of activity around the neighborhood, as opposed to one public space. In regard to the proposed architecture, he believes all three story buildings does not create the designed variety that the Commission typically looks for in a development such as this.

Ms. Harter stated that she is supportive of the rezoning only if the traffic issue is remedied. We need to maintain the integrity of Hirth Road. The proposal is for mixed residential, consistent with the Community Plan. That Plan calls for a medium density. The revised plan feels like a heavy density development. She is not supportive of the proposed layout. She has safety concerns for Hirth Road, which should have sidewalks. She does not believe the public spaces are connected. There is an opportunity for creativity in the open space. She believes there should be variety reflected in the front doors of the units, making the units more individual.

Mr. Chinnock stated that in general he is supportive of the rezoning; however there are some infrastructure and traffic issues that need to be addressed in collaboration with the City. He agrees there needs to be much more creativity in the proposed layout and design. The layout is very gridded. It is lacking in uniqueness and appeal. The greenspace is a significant concern. He likes the park, but there is insufficient usable greenspace. There are more unique site options available. He believes more creativity needs to be accomplished with the architecture, variation in heights, sizes of the building units and the building materials, building types

Ms. Call stated that she also is generally supportive of the rezoning. The Community Plan envisions residential development of the site. However, work needs to be done on the site layout. We talk about density and intensity. The density increased, but the intensity also increased significantly from the first plan. The buildings now have an additional story, and there are 22 more units. That was not the intent of the Commission's guidance. She appreciates the alley-loaded garages. While that works on the belt area of the plan, on the north and south areas, the front doors have been turned into back doors. There is no delivery access, no front door access. That is not typically something of which this Commission is supportive. If a public street were included on the northern and southern ends, that would alleviate the concern about the public service streets and sidewalks not being on public streets. Many other pressures are resolved. Introducing a street would mean that something else is reduced, which perhaps addresses the density and intensity and returns the

unit count to what it originally was. She appreciates the park but would prefer to see some type of activation of the greenspace. That should not involve any tree removal to create parkland. It should be minimalistic activation of the natural open space. She agrees that there is a lack of variety in the proposed units. Different housing types and height would mitigate that concern. It could also be achieved by different architectural designs and colorations. With single-family detached homes, we don't usually see the same building types adjacent to one another or repeated in less than two or three houses of each other. That concept could be introduced into this plan. The Commission is generally supportive of the residential rezoning. However, there are concerns with the traffic safety and engineering, which would be addressed later in the development review process. Some of that would be the applicant's responsibility; some would be the City's responsibility.

Ms. Call asked the applicant if additional clarification was sought.

Josh Barkin, M/I Homes, 4131 Worth Avenue, Columbus, stated that Founder's Park in Columbus is an M/I development that fronts onto a park very similar to what they have proposed to the Commission, which is very successful. They have other similar developments that have been successful, as well. He would like clarification of the Commission's concern regarding the front doors.

Ms. Call stated that one of the biggest differences is the non-attached housing products.

Mr. Way stated that creating courts is not a bad idea. In this proposal, it is not a court but a very long, linear open space. The scale is important, and the scale of the units that face a sidewalk is huge. If what was proposed was five units off a street, that would be different. The scale is quite vast with this proposal.

Ms. Call stated that in addition to the scale, we look at the inlets. While there are breaks between the unit, there are not sidewalks in all of those breaks between unit. Delivery workers attempt to park as close to a front door as possible, not search out the guest parking areas. There are challenges with the attached products with public service streets and sidewalks not adjacent to the public streets.

Mr. Barkin requested clarification of the mixed-use desired.

Ms. Call stated that the Commission is not looking at a mixed-use but mixed-residential types, different types of housing in the same community.

Mr. Barkin stated that Towns of Parkway were mentioned, which is over 175 units of one product. This proposal is for a lesser number of units. This is a transition area from Tuttle Crossing and the nearby big box retail. He believes the proposal should be viewed in its overall setting and what the housing to the south will be, as opposed to a small acreage surrounded by a stream. It is not practical to pack two elements in there that do not integrate well.

Ms. Call stated that the Commission is reacting to the overall intensity, which is significant. One way to mitigate that intensity is to introduce a variety of housing, which means some of it would step down from three stories. Additionally, seeing a monolith of a single product type is not acceptable.

Mr. Way pointed out that with the Towns on the Parkway development, it is one unit type, but there is a large amount of variety. There are many architectural elements utilized with the building elevations that break them up and create variety and character.

Mr. Barkin stated that he would need to work with City staff to understand the City's position. The City does not appear to see it as a problem now. If they did, they would be fixing it now. It would appear that any improvements would need to come as a result of development. They will try to come up with a creative solution for that issue.

Ms. Call thanked the applicants for their presentation and discussion with the Commission.

- **24-110Z – COhatch Riverview Village**

A request for review and recommendation of approval of a rezoning from HD-HR, Historic District - Historic Residential and HD-HP, Historic District - Historic Public to HD-HC, Historic District - Historic Core. The combined +0.86-acre site is located on both sides of N. Riverview Street, south of North Street and north of Wing Hill Lane.

Staff Presentation

Mr. Bitar provided background on the project to date. The site, which backs up to the Scioto River, consists of three parcels on the west side of N. Riverview Street, each containing a single-family residential structure. It also includes portions of three parcels on the east side. A single-family residential structure exists on the northern parcel, while the southern parcels are largely undeveloped. On January 4, 2021, City Council authorized the acquisition of the subject parcels as well as three others to the south to facilitate improvements and development of the site. In addition to facilitating development, the intent was to facilitate access to the river and encourage the eventual development of a park on the west side of the river. Subsequently, Council appointed an advisory committee to refine the project goals, draft a Request for Proposals (RFP), and provide recommendations to Council. The City took possession of the parcels on October 21, 2021 and authorized the issuance of the RFP, which was released on April 28, 2022. Two proposals were received, one of which was submitted by Community Space Development LLC (dba COhatch). City Council heard a presentation from COhatch in September of 2022 and expressed general support for the project. After the City's acceptance of their RFP, COhatch presented an Informal Review application to the Architectural Review Board (ARB) on February 22, 2023. The proposal included all eight parcels and envisioned the creation of Riverview Village, a mixed-use walkable community of makers' spaces, office buildings, and eating/drinking establishments. The project included renovating most structures and constructing a new 10,400-square-foot office building on the east side of N. Riverview Street. ARB was generally supportive of rezoning the project area to Historic Core and of the proposed new building. After further discussion with COhatch and consistent with their proposal, which indicated an option for others to own the three parcels south of Wing Hill Lane, City Council authorized the City Manager to dispose of those three properties on July 31, 2023 (Ordinance 24-23). All three properties were sold through an auction. On September 5, 2023, City Council authorized the execution of a Development Agreement with COhatch to develop the Riverview Village concept (Ordinance 33-23). Per this agreement, the City will undertake public improvements associated with the project, including street and utility improvements, traffic impact and parking studies, and coordination with the adjacent Riverside Crossing Park improvements. On March 27, 2024, ARB reviewed and recommended approval to City Council of a Concept Plan for Riverview Village with several conditions. On April 22, 2024, City Council approved the Concept Plan with the same conditions recommended by ARB. On September 25, 2024, ARB reviewed and approved a Parking Plan and Preliminary Development Plan for Riverview Village with Waivers and Conditions. ARB also recommended that the Commission recommend City Council approval of rezoning the project site to Historic Core with no conditions.

Mr. Bitar stated that the request is to rezone the ±0.86-acre site to accommodate the proposed COhatch Riverview Village mixed-use development. This development is intended to create a walkable district with a mix of start-ups and growing businesses, non-profits, hybrid companies,

restaurant and event spaces, markets, and active outdoor plazas. The existing COhatch building and North High Brewing would be integrated into the village, and the site would become COhatch's national headquarters.

The Zoning Code includes several districts within Historic Dublin, each with its distinct intent, land uses, and development standards. The three project parcels on the west side of N. Riverview Street are currently zoned Historic District (HD) – Historic Residential, while the parcels on the east side are zoned Historic District (HD) – Historic Public. The HD - Historic Residential District encourages the preservation and development of homes on existing or new lots comparable in size, mass, and scale while maintaining and promoting the traditional residential character of Historic Dublin. On the east side, the HD – Historic Public District applies to a variety of public spaces and facilities, such as parks, open spaces, and recreation. Neither of those districts would allow the proposed mix of uses. All properties within the project site must be rezoned to Historic Core to permit the intended uses. This district applies to the historic center of Dublin and focuses on ensuring sensitive infill development and providing an improved environment for walking while accommodating vehicles. It should be noted that, per the Development Agreement between the City and COhatch, only the portion of the lots on the east side necessary to accommodate the new construction would be conveyed to COhatch. The City would retain the remainder of the properties to be integrated into the Riverside Crossing Park West project. This remainder would maintain the Historic Public zoning. The land use designation outlined in the Envision Dublin Community Plan is MXV, Mixed Use Village. The MXV zoning is intended to be a small-scale, pedestrian-oriented district preserved and developed with respect to historic building context and character. Principal uses include office, retail, commercial, civic buildings, and single-family residential. Supporting uses include multifamily residential. Buildings within MXV are 1-3 stories in height, including historic structures and complementary buildings compatible in scale and massing. Entrances and storefronts are along the sidewalk with horizontal and vertical mix of uses. Open spaces include plazas and pocket parks, while sustainable activities include building-mounted solar, green roofs, permeable pavement, and adaptive reuse. The MXV streetscape includes narrow streets, pedestrian activity with smaller blocks and sidewalks, buildings along the sidewalk, patios and seating areas, street trees, and mobility hubs. Parking is provided in shared public parking lots located off service streets, parking garages, and on-street parking.

The site is also located within the Historic District Special Area Plan. The district intent is to ensure the historic character is preserved while ensuring opportunity for investment and redevelopment at the appropriate scale and location. The plan promotes proper scale of development, pedestrian-oriented streetscapes, connectivity within the district and to surrounding areas, micromobility, shared parking and parking plans, gateway features, wayfinding opportunities, and arts and culture. The plan also identifies key sites and opportunities, which include North Riverview Street, where it states: "The area along North Riverview Street provides a unique opportunity for investment and revitalization through preservation and redevelopment. The area has high visibility from the Dublin Link Bridge and is a pivotal location within the District along the Riverside Crossing Park West. Reinvestment for this area should focus on the preservation of neighborhood-scaled development with opportunities for appropriate infill and expansion. Preservation of the existing Landmark structures should be a priority. Roadway and intersection improvements for North Riverview Street, Blacksmith Lane and North Street should complement the pedestrian-friendly nature of the Historic District and incorporate a unique streetscape design to enhance the experience. The opportunity to create pedestrian-only areas should also be explored. Key

connections and interaction points with the Scioto River and Riverside Crossing Park should be coordinated with the City.” Staff’s conclusion is that the proposed rezoning is consistent with the City’s plans; therefore, staff recommends the Commission approve a recommendation of approval to City Council with no conditions.

Commission Questions

Mr. Chinnock stated that ARB approved the Preliminary Development Plan (PDP) with 11 conditions. In general, what issues did the conditions address?

Ms. Call requested that Mr. Bitar also clarify the purview of the Commission.

Mr. Bitar stated that PZC’s purview with the project is limited to the recommendation of rezoning. The ARB’s review of the Historic District site covered the site plan, architecture, traffic and parking. The PDP conditions were associated with the refinement of those Historic District-related details.

Mr. Garvin inquired if the parcels identified with this project would not be rezoned in their entirety, but just the designated sections of the parcels. Would the remainder of the parcels continue to be zoned Historic District Public.

Mr. Bitar responded that is correct.

Mr. Way requested a zoning typo correction (HCP should be HDHP) in the presentation.

Mr. Bitar indicated the correction would be made in the meeting document.

Ms. Call stated that the project is attractive with a business focus during daytime hours and public art focus during evenings and weekends. The Commission’s purview of the project, however, is limited.

Mr. Way moved, Mr. Garvin seconded a recommendation of approval of the rezoning to City Council.

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

[Motion carried 6-0]

COMMUNICATIONS

Ms. Rauch reminded members of the Joint Work Session on Wednesday, October 16, 2024; dinner at 5:30 p.m. and the meeting begins at 6:00 p.m.

The Commission’s next regular meeting is scheduled for November 7, 2024.

COMMISSION TRAINING TOPIC

Ms. Call stated that Commission members have agreed to provide minor training on different topics, when the agenda permitted. She volunteered to present first. She provided an overview of objective and subjective criteria and how that criteria dictates application reviews. In California, the State has required that if municipalities deny multi-family applications, they must call out the objective and subjective reading of their Codes in making that determination. Most of the Cities subsequently passed legislation similar to that passed by Oakland, CA, which states: “Design standards are objective if they are measurable, verifiable and knowable to all parties prior to project submittal.”

Taking the Mixed Use Village zoning, she identified the objective versus subjective criteria. She invited Mr. Boggs to comment on subjectivity versus objectivity criteria.

Mr. Boggs stated that is the reason our Board and Commission training emphasizes the need to be clear about the criteria to which you are linking your comments. A comment occasionally heard is that an application meets Code but the Board wants more. That comment is not helpful in terms of defending what you intend to accomplish. Perhaps it is an application that meets Code with respect to certain criteria, but the reason development applications come before this body is that there is discretion with respect to certain criteria that don't lend themselves to black/white objectivity. He would reiterate for purposes of this conversation is that when the Commission is hearing an application and is in deliberations that articulating on the record what criterion in the Code your comments relate to really helps "connect the dots," for a court appeal, if needed. Ms. Call provided examples of subjective and objective criteria and how they factor into the application review. She noted that it is essential to tie your reasons for denial/approval to Code requirements.

Mr. Boggs stated the objective is to provide the Commission with all the tools they need to make their decisions/recommendations and that they can be defended. Perhaps more important than what you decide is how it is decided.

Mr. Alexander stated that in the Bridge Street District (BSD) Code, many things are implied. There are underlying assumptions not specified in the Code. For instance, the Code does not provide the reason certain building types are recommended in certain locations. The building type reinforces the activity, but the Code does not say that. The determination is based on a quasi-professional interpretation of the Code's intent. That is the dilemma of a form-based Code. If you make a decision based on what you believe is the intent of the Code, is that considered Code-supported?

Mr. Boggs responded that the BSD Code provides extensive lists of purposes and intents and lays out the goals it is attempting to achieve, both at large and on a neighborhood by neighborhood basis.

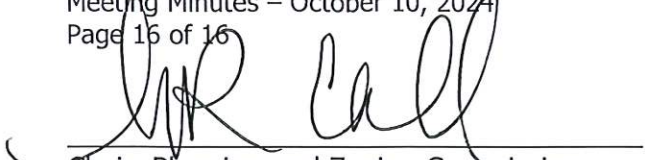
Mr. Alexander inquired if the Commission member is interpreting from a professional point of view, but the requirement is not in the Code, that would not be sufficient. Must it be specified in the Code?

Mr. Boggs stated that it is essential that it can be tied back to a stated Code intention, such as walkable urbanism. Your professional expertise impacts your interpretation of that; it is applied in service of the vision laid out in the Code. Where there is a "gray area," there is room for interpretation based on your background, but it must be articulated in the record so we can use that to defend the decision that the Commission makes. However, if the Code states that these four building types are appropriate in an area, but your professional opinion is that a fifth building type would much better serve the purposes of the particular neighborhood – that would not be appropriate to request.

Mr. Alexander summarized that the advice is to advocate for what is right, if it can be supported by the Code.

ADJOURNMENT

The meeting was adjourned at 8:30 p.m.



Chair, Planning and Zoning Commission



Assistant Clerk of Council