



# RECORD OF ACTION

## Planning & Zoning Commission

Thursday, June 16, 2022 | 6:30 pm

The Planning and Zoning Commission took the following action at this meeting:

**4. 6801 Village Parkway  
22-041CP**

**Concept Plan**

Proposal: Conceptual plan for a multi-family development consisting of 184 units with a combination of podium and surface parking. The 3.71-acre site is zoned Bridge Street District, Sawmill Center Neighborhood.

Location: Southwest of the intersection of John Shields Parkway with Village Parkway

Request: Review and approval of a Concept Plan under the provisions of Zoning Code §153.050.

Applicants: Griffin Caldwell, CASTO

Planning Contact: Christopher Will, AICP, Planner II

Contact Information: 614.410.4498, cwill@dublin.oh.us

Case Information: www.dublinohiousa.gov/pzc/22-041

**MOTION 1:** Mr. Supelak moved, Mr. Way seconded, to approve two Waivers:

1. §153.060(C)(2)(a) Maximum Block Dimensions Required: The maximum block size within BSD-SCN is 500 feet in length and 1,750 feet in perimeter.  
Request: To exceed the maximum length (± 1,008 feet) and perimeter (±2,590 feet) for the modified block.
2. §153.061(D)(2)(a) Vehicular Access - Required: Vehicular access shall not be permitted from a principal frontage street, unless determined that access from any other street is impracticable.  
Request: To permit a drive from John Shields Parkway, a principal frontage street.

**VOTE:** 4 – 3.

**RESULT:** Both Waivers were approved.

**RECORDED VOTES:**

Lance Schneier	Yes
Rebecca Call	Yes
Mark Supelak	Yes
Kim Way	No
Warren Fishman	Yes
Jamey Chinnock	No
Kathy Harter	No

**MOTION 2:** Mr. Supelak moved, Mr. Way seconded, to approve the Concept Plan with six (6) conditions:

- 1) That the applicant revise the plan to provide a mid-block pedestrianway through Building A, between Village Parkway and the proposed access drive;



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22-041CP**

**Concept Plan**

- 2) That the applicant work with Staff to refine building architecture and massing to respond to the surrounding context and building character;
- 3) That the applicant revise the plan to eliminate buildings and site circulation within the John Shields Parkway Greenway;
- 4) That the applicant work with Staff to refine all terminal vistas within the development; and
- 5) That the applicant work with Staff to revise the gateway at the intersection of John Shields Parkway and Village Parkway; and
- 6) That the applicant work with Staff to revise the design to provide meaningful public open space on-site in addition to the off-site open space.

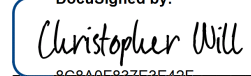
**VOTE:** 6 – 1.

**RESULT:** The Concept Plan was approved.

**RECORDED VOTES:**

Lance Schneier	Yes
Rebecca Call	Yes
Mark Supelak	Yes
Kim Way	Yes
Warren Fishman	Yes
Jamey Chinnock	No
Kathy Harter	Yes

**STAFF CERTIFICATION**

DocuSigned by:  
  
8C8A0F837E3E42F...  
Christopher Will, AICP, Planner II



~~Conditional Uses within the MUR-4 District altogether. This would be more limited and conservative in the sense of not over reaching. If approved by Council, this building would be a church as long as this organization remains on the site. If they leave, the site would revert to the office use that is otherwise permitted in the MUR-4.~~

~~Ms. Call stated that she is supportive of keeping the tree to parking space ratio high and considering opportunities to restore some of the greenery that is native to Dublin.~~

#### **4. 6801 Village Parkway, 22-041CP, Concept Plan**

A request for a conceptual plan for a multi-family development consisting of 184 units with a combination of podium and surface parking on a 3.71-acre site, zoned Bridge Street District, Sawmill Center Neighborhood, and located southwest of the intersection of John Shields Parkway with Village Parkway.

##### **Staff Presentation**

Mr. Will stated that a new development in the Bridge Street District follows a three-step review process, beginning with a Concept Plan. The applicant is requesting review and approval, so a determination would be required. If approved, the project would advance to the Preliminary Development Plan application. The site is located southwest of the intersection of Village Parkway and John Shields Parkway. There is a greenway along the south edge of John Shields Parkway. The undeveloped site lies within a mature stand of trees on the south property line, which demarks the boundary with a City-owned parcel with a shared-use trail to the south. A little further south is Greystone Mews. The applicant engaged with the neighborhood association early in the planning stage. This site is zoned Bridge Street District, Sawmill Center Neighborhood and is subject to those standards. The Bridge Street District Code provides a hierarchy of requirements for establishing a gridded street network. The Bridge Street District Code identifies three families of streets: Corridor Connectors, District Connectors, and Neighborhood Streets. Additionally, the Code designated Principal Frontage Streets (PFSs), which contemplate additional design measures to ensure a continuous, pedestrian-oriented block. Village Parkway and John Shields Parkway are both district connector streets and principal frontage streets. Three buildings are proposed. Building A is a 4 to 5-story podium apartment building, with a 260-space single-story parking structure base. Buildings B1 and B2 are 3.5-story apartment buildings with 24 end unit garages. There are an additional 30 surface parking spaces on the site. A total of 314 parking spaces are being provided. For 174 units, the Code requires 260 parking spaces with a maximum of 350, so the proposal meets Code. In regard to the architectural character, there will a mix of vertical and horizontal façade treatments and a mix of roof types. The upper story of Buildings B1 and B2 is a loft style. The proposed building materials are brick and stone; and there will be stoops on the front facades. Access is proposed from John Shields Parkway, opposite the future Grafton Street, which is being constructed with the recently approved Towns on the Parkway development. Waivers would be required for access from a principal frontage street and for the block size. [Discussion of proposed site plan continued.] The applicant is proposing to meet the greenspace requirements via the existing greenway and the pocket park. They will be providing 45,500 square feet where 35,000 square feet is required. The City will comprehensively design the greenway corridor throughout the Bridge Street District. The neighborhood standards design framework recommends a gateway location at John Shields Parkway and Village Parkway. The standards also provide guidance on terminal vistas; there are three on this site. Staff has reviewed the plan against

the applicable criteria and recommends approval of the Concept Plan with two waivers and five conditions.

### **Commission Questions**

Mr. Schneier inquired about past approvals of the use of public space as open space.

Mr. Will responded that the greenway has been permitted to meet the open space requirements.

Mr. Schneier inquired if it is staff's recommendation that the applicant not dedicate more of the property for open space.

Mr. Will responded that the recommendation is that the greenway be included with that area where it is consistent with it. They are not indicating that more open space not be provided, only that the greenway be included and be consistent with the other treatments.

Ms. Harter inquired if the mature trees in the neighborhood would remain.

Mr. Will stated that they would remain. The site plan indicates additional plantings would be added, as well.

Mr. Way requested clarification of the property line versus the existing tree line. Many of the trees are on the property to the south.

Mr. Will clarified the portions on this property and those on the City-owned parcel.

Mr. Chinnock inquired about the architectural character of the lower-level parking garage in Building A. Will the view of it from John Shields Parkway be screened?

Mr. Will responded that where the garage can be seen, it will be clad in brick.

Mr. Supelak requested clarification of the height requirements for podium buildings in the District.

Mr. Will responded that 4.5 stories are required.

Mr. Supelak inquired if that would be inclusive of the podium.

Mr. Will responded affirmatively.

Mr. Fishman inquired if the greenspace provided would be only on this property or if some of it would be on the City property.

Mr. Will responded that it includes the City property, as the greenway is within the City property. The applicant is proposing additional greenspace outside of the greenway.

Mr. Supelak inquired if the aforementioned 45,000 square feet would be on the applicant's property, and the greenway is additional.

Mr. Will responded that it is the opposite. The pocket park, which provides public open space on the site, provides 4,500 square feet. The remainder of the calculation is provided by the greenway, which is City property.

Mr. Schneier stated that if the applicant did not use any of the greenway, they would be required to provide 35,000 sq. ft. of greenspace on their property. However, they are providing only 4,500 sq. ft. on this property. The rest of the requirement would be met by including the City greenway.

Mr. Will responded affirmatively.

Ms. Martin clarified that the Zoning Code provides that option as an opportunity for the property owner to request. It is specifically for public open spaces that are within 650 feet of the main entrance of a building. Those spaces potentially can be used to meet either a partial or full requirement. The applicant can also attempt to pay an open space fee in lieu, improve an existing

open space or provide the public open space on their site. It is not that they are not meeting Code; it is how they would meet the Code.

Mr. Way stated that the staff recommends that the plan be revised to provide a mid-block pedestrianway to Building A. He requested clarification of the intent.

Mr. Will responded that the intent is to provide that pedestrian connection in the area between John Shields greenway and the City open space to the south. That would reduce the massing of the building and potentially provide another opportunity for open space.

Mr. Way inquired if the intent is that it be at grade, or extended up/over the parking.

Mr. Will responded that is not currently detailed. If the desire were that it be included in the public open space requirement, it would need to be accessible to the public right-of-way.

Mr. Way stated that he believes all the other mid-block connections within Bridge Park are at grade.

Mr. Will responded that there are grade changes, but none that are up/over parking.

Mr. Way inquired if the intent is that there be an at-grade connection through the block that allows publicly-accessible pedestrian movement.

Ms. Martin responded that the condition preserves the opportunity for the applicant to solve with that solution, but perhaps it is not at-grade.

Ms. Call stated that it was mentioned that this would change the massing of the building. Could the same mid-block connection be achieved with a breezeway or another method that would not change the massing of the building?

Mr. Will responded affirmatively.

Mr. Chinnock inquired if that would impact the block size.

Mr. Will responded that it would not, as it would not be at the public street. These are mid-block crossings.

Mr. Chinnock noted that a waiver would be requested due to exceeding the maximum block size.

Mr. Will responded that the maximum block size will be exceeded because a street would not be added at the required point. That exception is being made due to the existing residential development.

Ms. Martin clarified that a pedestrian connection does not break a block.

Mr. Supelak requested clarification of the proposed density in this District.

Mr. Will responded that 174 units are proposed. The Bridge Street District does not contemplate density, but addresses it indirectly through building type requirements, open space, block sizes and pedestrian crossings.

Mr. Way requested clarification of the terminal vistas.

Mr. Will pointed out the terminal vistas on the site map.

Mr. Way inquired if the corner of John Shields and Village Parkway would not be considered a terminal vista but a gateway location.

Mr. Will responded affirmatively.

Aaron Underhill, Underhill & Hodge, 8000 Walton Parkway, New Albany, stated that he represents the applicant, Casto Communities. He will provide some history, and other representatives for Casto Communities are present to address the details of the plan. He has been involved with four other projects in the Bridge Street District, and much has been learned. The framework for this last piece within the area essentially is already established. This site was the former Byers Auto Dealership.

When the Bridge Street District was in its infancy and Casto was working on the Tuller Flats development, Mr. Foegler approached them and shared that the City was having difficulty convincing the Byers Auto property owner to negotiate on the acquisition of their site. The site, as it existed, was not consistent with the Bridge Street District vision. Casto succeeded in getting the site under contract themselves, and the contract was assigned to the City with the understanding that at some point in time, it would be transferred back to Casto. Despite the many complexities, a development agreement was eventually approved by Council. Land swaps occurred that allowed Casto to transfer that greenway easement area to the City. In exchange, the City transferred some of its property south of the office buildings to Casto, which enabled them to build east-west on the southern portion of John Shields. The City was able to provide a greenway connection between Riverside Drive up to Village Parkway. In regard to Casto using the greenway to meet some of its greenspace requirements, it was always contemplated that although the City preferred to retain and plan the broader greenway area, it would be part of the Bridge Park development and could be included in its greenspace calculations. John Shields has been designed, built and is now a great public street; however, they are now "painted into this corner." It can be difficult to meet this type of a Code, but they have met most of the requirements. The block length and perimeter issues are due to existing site conditions. The Greystone Mews residents were concerned about protection of the mature trees and, because of the private drive, the extension of a public street at the rear of their backyard. Their intent is to protect the existing trees on their southern property line. The Thoroughfare Plan and Bridge Street Network Plan do not contemplate any public street in this area. The public drive is really a technicality of the Code. Tonight, they would like to discuss three items. The first is the mid-block pedestrianway. In that area, there will be an internal amenity space for the apartment residents. Bifurcating that space would diminish the amenities they are trying to provide that community. It is not possible to separate that apartment building into two buildings. The site has an east-west grade change of 22 feet. The podium parking is accessed from the private drive. On the eastern side, the podium parking is largely below grade; on the west, it is more above ground. Bifurcating the building would limit the access to the podium parking and the vehicle circulation. Extending it behind the buildings would negatively impact the community behind the buildings. Their solution was to make this one larger building with one access point that did not create more pavement and access issues. Secondly, there may be some encroachments into the greenway, although the design discussions are not yet completed. The third item in need of discussion is the gateway feature. He believes the proposed architecture is good, but if something further is desired on that corner, it can be added. However, it is difficult to include a gateway feature, when the City has not yet completed the design of the greenway area. It may be redundant or inappropriate for them to add a gateway feature when the City ultimately controls what will happen in that area in front of the site.

Joe Sullivan, Sullivan Brock Architects, 8 South Grant Avenue, Columbus, stated that they have been involved longer with the Bridge Street Corridor development than anyone else. Their first project, Tuller Flats, was the guinea pig for applying the Bridge Street Code. Although it took some time to get through the review process, it was a valuable process that resulted in a quality development on John Shields Parkway. Additional developments occurred, and the Code has been updated. However, he continues to be amazed at the vision Dublin had and what has been accomplished within the Bridge Street Corridor. They are excited to be back now to complete the last piece on John Shields Parkway. There are some unique aspects of this site, including the 22 feet of grade change from east to west. Because of the bend in the road, there was a need to identify a solution that would not only accommodate that, but also front John Shields Parkway in an effective manner. Additionally, the access points were limited. It made sense, therefore, to have

only one access from John Shields Parkway and eliminate the potential conflict of vehicular traffic with pedestrian traffic. They have treated the pedestrian access as a plaza rather than a road. Although pavers and bollards would be used, there will be no curbs. Consequently, it will not feel like a street. [Continued description of the proposed architectural design.]

### **Questions for the Applicant**

Mr. Way stated that the west end of the podium building is actually five stories, which exceeds the 4.5 stories permitted. Would a waiver be necessary?

Ms. Martin responded affirmatively.

Mr. Way stated that Buildings B1 and B2 are stepped and not in the same plane. What is the reason?

Mr. Sullivan responded that they have rotated the west building to create more of an orientation toward John Shields Parkway. That rotation also opened up the pocket park to John Shields Parkway. Each unit in that building has a garage within the building footprint. Maneuverability into the garage on the west end also was improved by rotating the building slightly.

Mr. Way pointed out that retaining the existing landscaping on the south side will be important, as it could provide some screening of the south elevation of the podium building, which is quite long and tall. From a massing standpoint, it will be quite different from everything else.

Mr. Chinnock stated that he is concerned about the scale of Building A next to Greystone Mews and even Tuller Flats. Those residential communities do not have large units. Building A is very large and very tall. Have other options been explored?

Mr. Sullivan responded that due to the grade change, a parking structure made sense. However, on the west end of the elevation, the parking is exposed. Consequently, the lobby was placed at that parking level. Therefore, the main entrance will be where the new drive extends. The intent was a 4.5-story building, but the Code does not consider the sloping site. It assumes the site is flat. This building is 4 stories on the east elevation and 5 stories on the west. The garage would meet the Ohio Building Code definition of a basement. Although the building is taller on the west side, it is somewhat mitigated by the fact that on the east side, it is shorter. They believe that the development that will likely occur and revisions to Dublin Village Center, making it a more intense commercial use, having a strong building scale opposite it would be appropriate. They have stepped the buildings down to the west, making a transition from this building to Tuller Flats and the 3-story buildings to the west of this site. With the City's investment in John Shields Parkway, having strong buildings facing the street is warranted; adding some density with it also would be appropriate.

Ms. Call inquired if the chimneys are architectural features or functioning chimneys.

Mr. Sullivan that they are not actual chimneys. The elements are used to define the edge to the steep-sloped façade and to provide character.

[Brief meeting break.]

Mr. Sullivan stated that the mid-block pedestrianway on this site would not lead anywhere. This site is at the south end of the Bridge Street District. There is a multiuse path along the southern edge of the site and 3 different pedestrian connections between that area and John Shields Parkway. He understands the Code requires a mid-block connection, but he does not believe it would be used here.

## **Public Comments**

[Email comments received preceding the meeting]

Edward Griffin, 4210 Troutbrook Dr., Dublin, Ohio

"My family and I live on the north side of Troutbrook Drive adjacent to the proposed property development site. We have thoroughly enjoyed the park-like, idyllic setting behind our condo. We are absolutely against any building on this buffer area between our home and the existing construction north of John Shields."

Eileen Mazzocco, 4198 Troutbrook Drive, Dublin, Ohio 43017

"We would like to render our opinion regarding the proposed development on this property. Although, we know it is valuable land, we would love to see it stay greenspace. We highly disagree with a 6-story building right outside our back yard. We feel the height of those apartments are too big for the space and the surrounding development area. All the other developments on this east end of John Shields Parkway are townhomes. A townhome residents park would be a better fit for this piece of property. If another townhome building were to be built instead of the 6-story apartment building on the east side of the property, that would be much more desirable for us on the north end of Greystone Mews."

Natalie Rich, 4214 Tuller Ridge Dr., Dublin, OH

"Do not let this development occur. We do not need more housing in this area. We need greenspace, a City park in this area for the already dense housing in this area."

[Meeting comments]

Jessica Peffer, 4250 Troutbrook Drive, Dublin, OH

Stated that she lives in Greystone Mews directly adjacent to the proposed development. She is relieved that the mature stand of trees will be retained, which somewhat alleviates her concern about the scale of the buildings. The trees would provide some screening of the view. She is happy to hear there will be no public road, only a drive into the site.

Kelly Griffin, 4210 Troutbrook Drive, Dublin, OH

Stated the development will contain tennis courts, a swimming pool and a park. Will there be significant lighting for those areas? If so, how would that affect those units that abut that development.

Brian Bernstein, REALM Collaborative, Principal, 100 E Broad St Suite 1710, Columbus, OH 43215, responded that they would provide sufficient lighting but be sensitive as to how that lighting carries off the site. The intent is to light only the amenity area.

Mr. Call requested staff clarification of the lighting requirements for this development.

Ms. Martin responded that with the Final Development Plan, the applicant would be required to submit a photometric plan with a comprehensive analysis of light levels at the ground. Light levels are required to be 0 at ten feet past the property line, meaning that the light trespass would not impact surrounding property owners.



## **Commission Discussion**

Ms. Call stated that the Commission is asked to approve two waivers -- a height waiver for the podium building is not requested at this time -- and a Concept Plan.

Mr. Schneier stated that overall, this is an excellent effort, given the location and grade change. With respect to the mid-block pedestrianway, it is difficult for the Commission to vary from what has occurred in the past; however, that is the purpose of a waiver. In this case, he sees the value of not having a mid-block pedestrianway with Building A. With respect to the massing of that building -- in view of some of the building heights in the Bridge Park development itself, the nearby Dublin Theater and the anticipated Dublin Center redevelopment -- he has less concern about the proposed building height. In regard to the chimney features, he would suggest finding some way to make them less obvious as an architectural feature, perhaps better integration into the façade.

Mr. Fishman stated that he would prefer to see more greenspace in the proposed development. When the Pulte project occurs, which will have a significant number of units, this will become a very dense area. However, the proposed concept is probably the best that can be achieved on this site.

Mr. Supelak stated that, in response to the discussion questions, he is in agreement that there needs to be a mid-block pedestrianway. The architecture and massing need refinement. The massing is too much for what exists around it. The terminal vistas and gateway also need to be addressed. The proposed conditions may present an opportunity to achieve more open space; however, there is no condition specifically related to the open space. He would recommend such a condition be added. The architect is doing a good job making the grade and the single access point work. There are many nice elements to this concept, but there is some work to do on the massing.

Mr. Chinnock stated that there are too many outstanding issues for him to be supportive of the Concept Plan at this point. He is very concerned about the massing of Building A, in particular the height. The faux roof and chimney add even more height. He would like to see the height lowered. He does not believe Building A fits well within the area. Because of these issues, he is not ready to approve the plan at this time.

Ms. Harter stated that she agrees with fellow Commissioners' comments. The building height, in particular, is an issue. There are some elements of the proposed direction, however, that she appreciates, such as the brick and the protection of the mature trees on the site. If necessary, protective fencing should be used to ensure their protection.

Mr. Way stated that there are many items in play within this area. The Pulte Homes site has been approved, which will have some very unique architecture, and with the roof, the building height will be approximately four stories; so it also will have some mass. Those buildings will have a relationship with John Shields Parkway. If this plan were to advance, it would be beneficial to visually show the edge of John Shields Parkway that will be formed by the Pulte site. That would better inform the Commission as to how this site would relate to it. The proposal for the Dublin Center development also reflects a podium building at the corner of John Shields Parkway and Village Parkway. That intersection will have three new projects on it, and there is opportunity to discuss how those projects address the corner, i.e. a gateway, strategic corner or a terminal vista. To ensure all this investment comes together in a positive manner, it is important to address that corner. While he struggles with a podium building on this site, he sees a relationship to the other

projects that will occur; therefore, it might make sense. He believes this is a large block, however. The renderings show that it could be broken down into different masses. His concern is that the massive wall on the south edge would not be broken down. The pedestrianway connection might provide a way to address that building mass differently. He would suggest that, instead, it could be made two buildings, perhaps of different heights. If one of the buildings were stepped down, that could eliminate the issue with the 5-story height. He referred to the Casto project at River Ridge, Phase 2, which has two podium buildings with a connection; that might be a precedent worth considering. However, he is also struggling with Buildings B1 and B2. Looking at all that is happening along John Shields Parkway, there appear to be too many things occurring. He has not seen the proposed architecture style elsewhere in the area. He would encourage the architect to consider something different with Buildings B1 and B2. The other buildings along John Shields Parkway have a relationship to the street. The two buildings he refers to are not exactly aligned; they step up/down, which is a different pattern. From the project-massing standpoint, the applicant should think about how these buildings factor in it. A significant amount of space has been dedicated to vehicle circulation. Perhaps that area should be redesigned in a manner that replaces some of the circulation area with open space. The mid-block pedestrianway will help with building massing. The open space that runs along John Shields Parkway is a simple, pure space. He does not believe the applicant should attempt to dress it up, as it would make it look different. He prefers its present continuity. He has already commented on the need to address the terminal vistas and gateway intersection.

Ms. Call stated that the Commission has provided the applicant significant feedback. They have pointed out the building massing issue several times. With a Concept Plan, there is opportunity for the applicant to work with staff to address the massing. She suggested re-wording Condition 5 regarding the gateway element to indicate that they would work with staff to revise that element. She inquired if a majority of Commissioners were supportive of requiring a midblock pedestrianway. [Four members responded affirmatively.] She stated that often a Concept Plan is not yet something of which the City can be proud, but that is not the case here. This is a beautiful project. Although the building mass is significant, there is great attention to articulation and detail. In addition, there are front door stoops and activation of all the levels. The City's development review process has multiple steps, which provides opportunity to refine the design. She would recommend the next two review steps not be combined.

Mr. Underhill indicated that they would not do so.

Mr. Supelak indicated that a condition should be added requiring the open space to be addressed. Mr. Underhill indicated that they would attempt to do so but might not be able to provide the total amount on site that the Code requires.

Mr. Fishman stated that the open space is a significant concern, as the development of this area is almost completed. The vision and intent of the Bridge Street Code was to create a dense area with the feeling of a significant amount of greenspace. That is particularly important on this site, due to the proposed building size and the other project immediately across the street.

Mr. Sullivan noted that the courtyard, which will be comprised of hardscape and planters, would provide a great open space for the residents, although it will not be a public open space. They have provided a large civic greenspace in the Tuller Flats development, which is in very close proximity to this site. Rather than just providing greenspace to meet a requirement, it should be meaningful greenspace, and he is not convinced adding greenspace to this site makes it a better

solution. He requests that the Commission keep in mind all the greenspace provided in the greater development area. However, they will certainly work with staff to identify a solution that works.

Mr. Underhill stated that they would take the Commission's feedback and earnestly attempt to address it to the extent possible. They may not be able to address it entirely as suggested, but achieve something more in the middle.

Ms. Call reiterated that Dublin values its greenspace. All of its 65 parks are used and appreciated.

Mr. Way stated that the parking edges of this project need to be addressed to avoid their becoming a blank, uninviting edge. He appreciates what they are attempting to achieve with the single entrance; however, he would recommend they have a more inviting entry drive to the site, to the parking and the units to the west.

Mr. Supelak moved, Mr. Way seconded approval of two waivers:

1. §153.060(C)(2)(a) Maximum Block Dimensions - Required: The maximum block size within BSD-SCN is 500 feet in length and 1,750 feet in perimeter.  
Request: To exceed the maximum length ( $\pm 1,008$  feet) and perimeter ( $\pm 2,590$  feet) for the modified block.
2. §153.061(D)(2)(a) Vehicular Access - Required: Vehicular access shall not be permitted from a principal frontage street, unless determined that access from any other street is impracticable.  
Request: To permit a drive from John Shields Parkway, a principal frontage street.

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

[Motion carried 4-3.]

Mr. Supelak moved, Mr. Way seconded approval of the Concept Plan with six (6) conditions:

- 1) That the applicant revise the plan to provide a mid-block pedestrianway through Building A, between Village Parkway and the proposed access drive;
- 2) That the applicant work with staff to refine building architecture and massing to respond to the surrounding context and building character;
- 3) That the applicant revise the plan to eliminate buildings and site circulation within the John Shields Parkway Greenway;
- 4) That the applicant work with staff to refine all terminal vistas within the development;
- 5) That the applicant work with staff to revise the gateway at the intersection of John Shields Parkway and Village Parkway; and
- 6) That the applicant work with staff to revise the design to provide meaningful public open space on-site in addition to the off-site open space.

Mr. Schneier stated that he would vote affirmatively on the Concept Plan; however, he is not in agreement with requiring the mid-block pedestrianway.

Mr. Fishman clarified that his affirmative vote would be based on the understanding that all the conditions would be met, including the addition of more open space on the site.

Vote: Mr. Schneier, yes; Mr. Fishman, yes; Mr. Chinnock, no; Ms. Call, yes; Mr. Supelak, yes; Ms. Harter, yes; Mr. Way, yes.  
[Motion approved 6-1]

### **Communications**

Ms. Martin introduced new Planning Assistant, Nicholas Eastham.  
The Commission welcomed Mr. Eastham to the City.

The next regular meeting of PZC is scheduled for 6:30 p.m., Thursday, July 7, 2022.

The meeting was adjourned at 10:32 p.m.

*Rebecca Call*  
Chair, Planning and Zoning Commission

*Judith Beal*  
Assistant Clerk of Council



**ADMINISTRATIVE REVIEW TEAM**

**RECORD OF DETERMINATION**

**JUNE 4, 2015**

The Administrative Review Team made the following determination at this meeting:

**2. BSD Sawmill Center Neighborhood District – Park and Ride  
15-049MPR/CU 6801 and 6851 Village Parkway  
Minor Project Review/Conditional Use**

Proposal: Site improvements, including building demolition, and review of a temporary public Park and Ride. The site is on the west side of Village Parkway, north of the intersection with Cooperstone Drive.

Request: Review and approval of a Minor Project Review under the provisions of Zoning Code Section 153.065 and review and recommendation of approval to the Planning and Zoning Commission of a conditional use under the provisions of Zoning Code Sections 153.234 and 153.236.

Applicant: Dana McDaniel, City Manager, City of Dublin

Planning Contact: Jennifer M. Rauch, AICP, Senior Planner

Contact Information: (614) 410-4690, jrauch@dublin.oh.us

**REQUEST #1:** Approval of this request for Minor Project Review with two conditions:

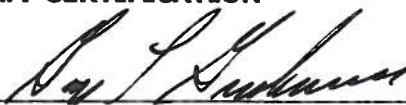
- 1) The final crosswalk details should be reviewed with the Dublin Engineering staff and refined as required by the Dublin City Engineer; and
- 2) The crosswalk should include an actuated pedestrian crossing LED warning system and any necessary signing and pavement markings.

**Determination:** This application was approved. This approval shall be valid for a period of two years from the date of approval in accordance with Zoning Code Section 153.066(N)(6)(b).

**REQUEST #2:** Recommendation of approval to the Planning and Zoning Commission of this request for Conditional Use Review with no conditions.

**Determination:** This application was forwarded to the Planning and Zoning Commission with a recommendation of approval.

**STAFF CERTIFICATION**

  
Gary Gunderman, Planning Manager

- ~~2) That the applicant will obtain all required permits prior to beginning work not limited to a Mass Excavation permit, Demolition Permit and any other approvals from the Ohio EPA required to perform this work; and~~
- ~~3) That the applicant and applicable contractors will attend a preconstruction meeting with City Staff prior to beginning any earth moving work.~~

~~Gary Gunderman asked the ART if there were any questions or concerns regarding this application. [There were none.] He confirmed the ART's approval for Minor Project Review with three conditions:~~

**2. BSD Sawmill Center Neighborhood District – Park and Ride**  
**15-049MPR/CU** **6801 and 6851 Village Parkway**  
**Minor Project Review/Conditional Use**

Jennifer Rauch said this is a request for site improvements, including building demolition, and review of a temporary public park and ride. She said the site is on the west side of Village Parkway, north of the intersection with Cooperstone Drive. She said this is a request for review and approval of a Minor Project Review under the provisions of Zoning Code Section 153.066 and review and recommendation of approval to the Planning and Zoning Commission of a Conditional Use under the provisions of Zoning Code Sections 153.066 and 153.236.

Ms. Rauch said this is a temporary park and ride with off-street parking spaces, a bus shelter and crosswalk, and associated site improvements using the existing parking lot north and south portions of the vacant Byers car dealership site. She said the park and ride will occupy the site in two phases and is intended to be in use for a maximum of 12 months. She said Phase 1 will include: 99 parking spaces; main and secondary entrances along Village Parkway; ADA spaces and ramp access to the shelter; site and landscape maintenance; lighting; installation of security cameras; bus shelter and crosswalk; re-facing of the existing ground sign; and demolition of the existing buildings.

Ms. Rauch said Phase 2 will include parking in the southern portion only with additional parking spaces.

Ms. Rauch said approval is recommended for this Minor Project Review with two conditions:

- 1) The final crosswalk details should be reviewed with the Dublin Engineering Staff and refined as required by the Dublin City Engineer; and
- 2) The crosswalk should include an actuated pedestrian crossing LED warning system and any necessary signing and pavement markings.

Ms. Rauch said approval is recommended to the Planning and Zoning Commission of this request for Conditional Use Review with no conditions.

Aaron Stanford stated grading will need to be provided for the modifications for the ADA spaces and the proposed ramp to Village Parkway. He also suggested a sidewalk be provided on the north side of the ADA spaces to provide integrated access. He asked if there will be signs directing passengers across the street.

James Peltier, EMH&T, said he will investigate this with COTA. Ms. Rauch said COTA has a comprehensive means of communicating with the users and the changes proposed.

Mr. Stanford said COTA passengers will not be permitted to utilize the movie theater parking areas.

Gary Gunderman asked the ART if there were any questions or concerns regarding this application. [There were none.] He confirmed the ART's approval for Minor Project Review with two conditions and stated that a recommendation of approval will be forwarded to the PZC for the Conditional Use for their meeting on June 11, 2015.

**3. BSD Scioto River Neighborhood District – Park and Ride Dale Drive  
15-050MPR/CU Minor Project Review/Conditional Use**

~~Jennifer Rauch said this is a request for site improvements and a Conditional Use Review to permit the use of a public park and ride. She said the site is on the east side of Dale Drive, north of the intersection with West Dublin Granville Road. She said this is a request for review and approval of a Minor Project Review under the provisions of Zoning Code Section 153.065 and review and recommendation of approval to the Planning and Zoning Commission of a Conditional Use under the provisions of Zoning Code Sections 153.066 and 153.236. She said this is the long-term facility, whereas the previous application is for a temporary park and ride until this new facility is constructed and ready for use.~~

~~Ms. Rauch said access to the site is provided at the southeast corner along the private drive located along the southern property line. She said the park and ride includes 85 parking spaces with associated landscaping, lighting, and security cameras. She said a bus shelter is located along the northwest side of the site along Dale Drive to allow bus stacking and passenger boarding and alighting in the right-of-way. She said the proposed stormwater is located in underground detention.~~

~~Mr. Gunderman confirmed the proposed retaining wall is located behind the sidewalk.~~

~~Ms. Rauch said the shelter does not encroach into the right-of-way and can be approved by the Planning and Zoning Commission as part of the Conditional Use. She said there are utilities that interfere with the sign location, which will require the sign to be moved. She said Planning and Zoning Commission will be asked to approve the sign within the required 8-foot setback with the Conditional use. She said the sign dimensional requirements will comply with Code.~~

~~James Peltier, EMH&T, said COTA has requested the sign be moved around the corner along Dale Drive away from the existing utility easement.~~

~~Ms. Rauch said a detailed landscape plan; a complete tree survey, tree removal, and tree replacement plan; and a detailed stormwater management plan will need to be provided.~~

~~Ms. Rauch said approval is recommended to the Planning and Zoning Commission of a Waiver request to Zoning Code Section 153.065(D)(5)(c) to permit reduced parking lot interior tree lawn dimensions.~~

~~Ms. Rauch said approval is recommended for Minor Project Review with six conditions:~~

- ~~1) The final landscape plan details, including a detail of the proposed retaining wall will be reviewed and approved with the building permit;~~
- ~~2) A complete tree survey, removal and replacement plan will be required prior to the submission of building permits;~~
- ~~3) Sign details that meet Code and are consistent with the typical sign example will be required with the sign permit submission;~~
- ~~4) A revised sign location and orientation needs to be determined to avoid conflicts with the existing utilities, subject to approval by Planning and Engineering;~~
- ~~5) A detailed stormwater management plan will be required with the building permit submission; and~~

~~Ms. Ray confirmed that the requests made by Engineering are due to the separate engineering process required in order for Mr. Stanford to be able to sign off on the submittal.~~

~~Gary Gunderman asked the ART if there were any further questions or comments regarding this application. [There were none.] He stated that a determination on this request was scheduled for next week's ART meeting.~~

**4. BSD Sawmill Center Neighborhood District – Park and Ride**  
**15-049MPR/CU** **6801 and 6851 Village Parkway**  
**Minor Project Review/Conditional Use**

Jennifer Rauch said this is a request for site improvements, including building demolition, and review of a temporary public park and ride. She said the site is on the west side of Village Parkway, north of the intersection with Cooperstone Drive. She said this is a request for review and approval of a Minor Project Review under the provisions of Zoning Code Section 153.065 and review and recommendation of approval to the Planning and Zoning Commission of a conditional use under the provisions of Zoning Code Sections 153.234 and 153.236.

Ms. Rauch said that two cases were being introduced today for these park and ride facilities and both are Minor Project Reviews and Conditional Use applications. She indicated that plans were provided by the applicant at the beginning of the week but have since been revised following a meeting yesterday with COTA. She said an ART determination is scheduled next week for both applications to be forwarded to the Planning and Zoning Commission for their meeting on June 11, 2015.

Ms. Rauch presented the slides reflecting the multiple phases. She said the applicant would like the Byers buildings removed from the existing site as quickly as possible. She explained that Phase 1 is a configuration of both the north and south buildings and the parking lot will be sealed and minor paint striping added. She added the focus will be on the parking lot on the front portion given the proximity of the cars to the building. She stated the demolition of the buildings is planned for Phase 2, moving the buildings to the southern portion for 16 months and 84 spaces are needed to make it work. She noted the issue of the circulation route, which comes up Riverside Drive and loads passengers on the Village Parkway side. She said when the bus returns at night the passengers alight on the other side. She indicated that one shelter is in the right-of-way and approval will come with the agreement.

Ms. Rauch said the existing ground sign is non-conforming. She said the applicant may add a different panel instead of moving the sign.

Rachel Ray asked if the parking spaces will be labeled as parking for the park and ride in Phase 1.

Ms. Rauch said she anticipates some sort of fence or barrier to be installed designating the spaces that can be used for the park and ride.

Jeff Tyler inquired about access during Phase 1. Ms. Rauch said the park and ride will use both existing access points.

Michael Hendershot confirmed the shelter will be used for both phases.

Devayani Puranik asked if there was a landscaping plan. Ms. Rauch responded that would be required as part of site maintenance.



Ms. Rauch said the shelter is located on the east side of Village Parkway. Mr. Hendershot indicated that Engineering's preference is that the passengers enter and alight the buses from the west side of the street in order to avoid crossing Village Parkway. Mr. Peltier confirmed the passengers will be getting off the busses on the west side and entering the busses on the east side of the street. Ms. Rauch said alighting the busses on the west side was a safer condition and that was made clear to COTA at the meeting yesterday. She clarified it would be better if the passengers did not have to cross the street and there was a sidewalk on the west side.

Mr. Hendershot asked if the landing area had sufficient concrete and if it was ADA compliant.

Mr. Hendershot inquired about a proposed monument sign for Phase 1.

Ms. Rauch indicated the applicant could install a wayfinding type sign to direct people to the main entrance and park on either side. She said it should be clear where to park as the lot will be nicely striped.

Mr. Tyler asked if lighting and a mid-block crosswalk would be required. Ms. Rauch answered there would be a crosswalk and a sign, but it will be temporary in nature.

Alan Perkins inquired about a barricade. He said fire access was unclear and would need to see the demolition plan.

Ms. Rauch indicated that Phase 1 was scheduled for the end of July 2015 and Phase 2 would be at the beginning of November 2015.

Gary Gunderman asked the ART if there were any further questions or concerns regarding this application. [There were none.] He said the target date for ART's recommendation to the Planning and Zoning Commission is next week.

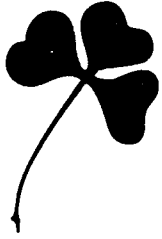
**5. BSD Scioto River Neighborhood District – Park and Ride Dale Drive  
15-050MPR/CU Minor Project Review/Conditional Use**

Jennifer Rauch said this is a request for site improvements and review to permit the use of a public park and ride. She said the site is on the east side of Dale Drive, north of the intersection with West Dublin Granville Road. She said this is a request for review and approval of a Minor Project Review under the provisions of Zoning Code Section 153.065 and review and recommendation of approval to the Planning and Zoning Commission of a conditional use under the provisions of Zoning Code Sections 153.234 and 153.236. She said this is the long-term facility, whereas the previous application is for a temporary park and ride until this new facility is constructed and ready for use.

Ms. Rauch presented the site and noted the existing tree rows. She said the Stream Corridor Protection Zone was only 25 feet and would not have an impact on this site. She reported the zoning inspector had checked out the trees. She said the proposed park and ride will use an underground detention. She said a preliminary location had been identified for that general idea. She said the plans show a shelter and pad located close to the intersection. She said moving the shelter and pad further to the north to allow for stacking of two buses has been recommended. She indicated there are some challenges to this site. She said that passengers will board and alight on the same side of the street at this location. As with the other park and ride proposal, lighting and landscaping will be required.

Michael Hendershot requested additional information on the plans including that the Stream Corridor Protection Zone be clearly labeled.

## RECORD OF ACTION



### DUBLIN PLANNING AND ZONING COMMISSION

DECEMBER 2, 1993

CITY OF DUBLIN

The Planning and Zoning Commission took the following action in the application below at its regular meeting:

- 10. Revised Development Plan - Byers Holiday Chevrolet Dealership - 6801 Village Parkway**  
**Location:** ±10 acres located on the west side of Village Parkway, approximately 400 feet south of Tuller Road.  
**Existing Zoning:** PCD, Planned Commerce District.  
**Request:** Review and approval of revised Development Plan under Section 1181.09.  
**Proposed Use:** Revised exterior lighting plan for existing automobile dealership.  
**Applicant:** William R. Logan, WRL Lighting Tech, 3814 Morse Road, Columbus, OH 43219.

**MOTION:** To approve this revised Development Plan with the following three conditions:

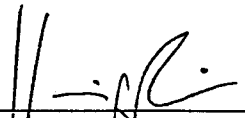
- 1) That the proposal meets all requirements of the draft Dublin Exterior Lighting Performance Standards;
- 2) That an outside lighting consultant as provided by the City of Dublin, review and concur with Condition #1; and
- 3) That light poles and cut-off luminaries shall be compatible with poles and luminaries on commercial sites on Tuller Drive and Dublin Village Center.

The applicant agreed to the above conditions.

**VOTE:** 6-0.

**RESULT:** This revised Development Plan was approved with conditions.

#### STAFF CERTIFICATION

  
\_\_\_\_\_  
Vince Papsidero, AICP  
Senior Planner

~~Ms. Clarke said Dublin required more parking than Columbus due to lack of public transportation and very little pedestrian traffic to the shopping centers. Most people who come to shop do so in an automobile. The parking ratio for Columbus is 4 per 1,000 square feet.~~

~~Mr. Rauh asked if a positive vote could be given contingent upon the Commission reviewing the plan again in January. The applicant needed a decision sooner.~~

~~Ms. Stillwell moved that this application be approved contingent upon the following unresolved issues be worked out with Staff prior to December 22:~~

- ~~1) That the flat arch treatment be consistent with the shopping center on all four sides of the building;~~
- ~~2) That the signage be reduced to two signs to satisfy Code in size;~~
- ~~3) That a parking variance be approved by the Board of Zoning Appeals;~~
- ~~4) That the property be rezoned to a Planned District to limit other future users; and~~
- ~~5) That a floating mansard-type of roof be used to screen roof-top mechanical.~~

~~Mr. Sutphen seconded. The vote was: Mr. Fishman, yes; Mr. Manus, yes; Mr. Peplow, yes; Mrs. Stillwell, yes; Mr. Rauh, yes; and Mr. Sutphen, yes. (Approved with conditions 6-0.)~~

~~Ms. Clarke asked the Commission for a recommendation to the BZA regarding the variances.~~

~~Mr. Sutphen moved that a recommendation for approval of the following variances be made:~~

- ~~1) To reduce the minimum setback from 15 feet to 0 feet and to reduce the minimum setback along the east property line;~~
- ~~2) To reduce the maneuvering area within the parking lot, and to reduce the minimum number of parking spaces from 279 to 168; and~~
- ~~3) To permit ground and wall signs on the same site and permit signs which exceed Code in size and height.~~

~~Dick Rauh seconded. The vote was: Mr. Fishman, yes; Mr. Manus, yes; Mr. Peplow, yes; Mr. Rauh, yes; Mrs. Stillwell, yes; and Mr. Sutphen, yes. (Approval recommended 6-0.)~~

~~A motion was made by Mr. Peplow to continue the meeting past midnight. Mr. Rauh seconded. The vote was: Mr. Fishman, yes; Mr. Manus, yes; Mr. Peplow, yes; Mr. Rauh, no; Mrs. Stillwell, yes; and Mr. Sutphen, yes. (Approved 5-1.)~~

## **10. Corridor Development Plan - Byers Holiday Chevrolet Dealership - 6801 Village Parkway**

Vince Papsidero presented this CDD case for improved lighting at an existing auto dealership. Staff is concerned about light trespass upon adjoining properties and intensity of the lighting. Staff recommends approval of this plan based upon verification by a lighting consultant of the proposal. Balbir Kindra said there was not a problem with the increased intensity of the lighting

per se, but the proposed intensity was more than at any other parking lot in Dublin. He would like to compare this with industry standards in other parking lots.

Mr. Bill Logan, of WRL Lighting Tech, represented the client. He said it was an automobile dealership display lot, not a parking lot. The lighting solutions are compatible with the Infiniti, Crown Mercedes, and Lexus dealerships. In these lots the lights are mounted on higher poles.

Mr. Logan agreed to the conditions in the Staff Report. He said a minor correction to the plan had been submitted to Staff which represented the relocation of two poles in the back lot to reflect "as built" conditions.

Mr. Fishman made the motion to approve the CDD application with the Staff Report conditions:

- 1) That the proposal meets all requirements of the draft Dublin Exterior Lighting Performance Standards;
- 2) That an outside lighting consultant as provided by the City of Dublin, review and concur with Condition #1; and
- 3) That light poles and cut-off luminaries shall be compatible with poles and luminaries on commercial sites on Tuller Drive and Dublin Village Center.

Mrs. Stillwell seconded the motion. The vote was as follows: Mr. Peplow, yes; Mr. Sutphen, yes; Mrs. Stillwell, yes; Mr. Manus, yes; Mr. Rauh, yes; and Mr. Fishman, yes. (Approved 6-0.)

#### **11. ~~Informal Discussion -- Coffman Park -- Dublin Community Recreation Center~~**

~~Bobbie Clarke introduced this update to the Commission on the Community Recreation Center. Dublin is under contract to purchase an additional 18 acres (Thomas property) on the west side of Coffman Park. The site is zoned R-1, Restricted Suburban Residential District. Staff feels it would be more appropriate in the long run to place the site in a Planned District.~~

~~Janet Jordan presented the overall conceptual site plan of the Community Recreation Center. She said the plan represented a 74,000 square foot facility which could be expanded later. The center is to be placed outside the flood plain and reasonably spaced from the existing residences on Tara Hill and Shannon Park. The Coffman Park pond will be replaced to provide storm water management. All community special events would be held in an open area, and 350 parking spaces were planned. Ms. Jordan said the groundbreaking would occur this summer.~~

~~No vote or action was taken by the Commission.~~

#### **12. ~~Revised Development Plan -- Perimeter Center -- Margarita's Restaurant~~**

~~This case was withdrawn by the applicant prior to the meeting, and there was no discussion nor vote of the Commission taken.~~

~~The meeting was adjourned at 1:23 a.m.~~