



MEETING MINUTES

Planning & Zoning Commission

Thursday, January 9, 2025

CALL TO ORDER

Chair Call called the meeting to order at 6:30 p.m. in Council Chamber and welcomed everyone to the January 9, 2025 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, Jason Deschler, Kathy Harter, Dan Garvin, Jamey Chinnock, Kim Way, Gary Alexander

Staff members present: Jennifer Rauch, Thaddeus Boggs, Zachary Hounshell, Tammy Noble

ACCEPTANCE OF MEETING DOCUMENTS

Mr. Deschler moved, Mr. Alexander seconded acceptance of the documents into the record and approval of the 12-12-24 meeting minutes.

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

[Motion carried 7-0.]

Ms. Call stated that the Planning and Zoning Commission (PZC) is an advisory board to City Council when rezoning and platting of property are under consideration. In such cases, City Council will receive recommendations from the Commission and make the decision. In other cases, the Commission has the final decision-making responsibility. Anyone who intends to address the Commission on administrative cases must be sworn in. Ms. Call explained the hearing process that would be followed.

Ms. Call swore in staff and audience members who anticipated providing testimony.

CASE REVIEW

24-149INF – Avery Post Development

Informal review and feedback for a new single-family development. The 3.67-acre sites is zoned R-1, Restricted Suburban Residential and is located northeast of the roundabout of Avery-Muirfield Drive and Post Road.

Applicant Presentation

Christopher Jolley, Architect/Project Manager, Darin Ranker Architects, 5925 Wilcox Place, Dublin, stated that the site is made up of three parcels – one vacant and two with existing homes, and wraps around an excluded parcel with an existing home. This plan will provide for the new development of single-family condominium units. The Future Land Use Plan calls for this to be residential suburban density. Adjacent existing developments like Indian Run are also shown as residential suburban density. The applicant is proposing 10-11 houses on the site based on similar developments. An access drive begins on Post Road on the south side of the site, aligned with the existing commercial development across Post Road. The drive is oriented around a central fountain plaza. They took inspiration from the Irish meaning of Dublin, which is “black pool.” There is also the opportunity to connect to existing trails throughout the City at South Indian Fork Run. They are proposing a 24’ wide public road with 50’ right of way much like comparable neighborhoods. They are considering making this a development of age restricted (55+) high-end homes. Mr. Jolley shared character images showing architectural styles and features including stone, stucco, and distinctive roof forms. Inspiration was drawn from homes in Muirfield.

Staff Presentation

Ms. Noble stated that an informal application is an introductory conversation that is not required of an applicant but allows the applicant to obtain feedback on their proposal before moving forward in a formal application process. This project would proceed as a Planned Unit Development to a Concept Plan, then to a Rezoning (heard by PZC and City Council), and a Final Development Plan. The Commission is being asked to consider how this proposal relates to the Community Plan and Neighborhood Design Guidelines, as well as the design, layout, open space, access management and internal circulation.

Ms. Noble stated that the site is approximately 3.6 acres in size and is located at the northeast corner of the intersection of Avery-Muirfield Drive and Post Road, which are major roadways. This corridor transitions from primarily commercial to residential moving north. The site is Zoned R-1 Restricted Suburban Residential. The site is currently a low-density residential development. The applicant is proposing rezoning to allow for the densities identified. Under the current zoning classification, they would be permitted three units, which prompts the rezoning request. The site wraps around an existing residential site and includes three parcels. The site is beautiful with existing vegetation around the periphery. It abuts Indian Run, which is a natural waterway. There are topographical contour changes toward Indian Run. Photographs of existing conditions were shared showing both Avery-Muirfield Drive and Post Road. The site, as proposed, would have two access points, one off Avery-Muirfield Drive and one off Post Road. The applicant is proposing approximately 10 lots. The open space is in the center of the roadway. The internal roadway system is proposed by the applicant to be public at this point. One of the considerations that staff has identified for the Commission’s consideration is the future land use recommendation. The Community Plan, Envision Dublin, identified this site as suburban residential density, which allows up to four units per acre. This application does fall within that designation.

Neighborhood Design Guidelines are standards that were created in 2023 as a direct result of PZC feedback regarding higher quality residential projects, specifically Planned Unit Developments. There are three realms of consideration for the Neighborhood Design Guidelines: Public Realm Macro, Public Realm Micro, and Private Realm. Staff analyzed how this proposal relates to the Neighborhood Design Guidelines. Open space is a very important part of the Guidelines. In this instance, the proposed open space is isolated and small in comparison to what would be required. The lots are oriented toward the internal roadway system, providing a view of the rear of properties to Avery-Muirfield Drive. There are natural features along the periphery of the site that appear to be removed with this plan.

Ms. Noble provided the following questions for discussion by the Commission.

- 1) Does the Commission support the proposed land use, including the type of residential units, development intensity and density?
- 2) If the proposed land use is supported, does the Commission support the open space layout and concepts?
- 3) If the proposed land use is supported, does the Commission support the proposed site design and how it relates to the public rights-of-way, existing uses, and natural resources?
- 4) Any other discussion from the Commission.

Ms. Call asked staff to address items that might be of interest to the public and where those items would fall in this process. For instance, traffic, curb cuts, natural features, riparian corridor, watershed, open space programming, sewer impact, and the City's relationship to schools.

Ms. Noble stated that access has been a particular point of interest regarding this property. The applicant is proposing to use existing curb cuts along Avery-Muirfield Drive and Post Road. City of Dublin Transportation and Mobility and Engineering staff have indicated that access to this site is challenging and will require further discussion. Access points must be as far as possible from the roundabout. A traffic analysis would be required and stacking is a concern.

Ms. Noble explained that under the Neighborhood Design Guidelines, open space is intended to be centrally located and accessible to the entire community. There is a water feature proposed that the Engineering staff would have to consider.

Ms. Noble stated that there are currently no concerns with sewer.

Ms. Noble stated that the proposed plan would require the removal of existing vegetation. Staff will continue to work with the applicant to ensure as much vegetation as possible is preserved, especially along Avery-Muirfield Drive. Those details will be worked out with the applicant.

Ms. Noble stated staff encourages applicants to engage with the schools as well as with the surrounding neighborhood.

Ms. Rauch stated that the Community Plan update was led by a steering committee that had representatives from Dublin City Schools as well as Hilliard City Schools. The process looked at the future land uses. Both school districts are aware of the recommendations and the process helps them with their planning efforts.

Commission Questions

Mr. Garvin asked if any consideration has been given about how to prevent this proposed roadway being a cut-through when traffic is backed up. Mr. Jolley stated that the roadway was initially proposed as a private road and the community was going to be gated. After discussion with staff, they learned that City Council has been wary of private roads. They would prefer the access to Avery-Muirfield be right in/right out. The main reason for having the road go all the way through is for fire safety access. They would like to discuss that further.

Mr. Garvin asked how the applicant intends to address the .44 acres of required open space. Mr. Jolley stated that some of the lots could be reduced in size, especially around the cul-de-sac. Mr. Garvin stated that the site is currently a park-like setting. He asked if the applicant has considered granting broader access to the open space by connection to the shared use path. Mr. Jolley stated that they would like to connect to the path on the other side of Indian Run further north and become part of the larger network.

Mr. Deschler asked about the excluded parcel. Mr. Jolley stated that their client has reached out to the owners about engaging in the development but has not had success. Mr. Deschler stated that the exclusion of that parcel makes it difficult for this proposal to work. He asked for more details on the stone wall. Mr. Jolley stated that it would be a more typical, dry-stack stone wall. Mr. Deschler asked if there was discussion about having the homes face outward toward the primary roads rather than making the rear of the homes back up to those roads. Mr. Jolley stated that had not been considered. The excluded parcel makes it difficult to create access to the homes.

Mr. Deschler asked about having some relation to the public path along the waterway. Mr. Jolley stated that they would like to connect to the greater path network of the City.

Mr. Deschler asked if the applicant had considered reducing density or an alternate configuration. Mr. Jolley stated that the project was initially proposed with a higher density. They could discuss reducing the density by another unit.

Mr. Alexander asked about existing trees. Mr. Jolley stated that they will need a tree survey. They would prefer to leave the trees along Avery-Muirfield Drive and east along Post Road. Mr. Alexander sought confirmation that the original proposal was for more density. Mr. Jolley answered affirmatively. He stated that after conversations with neighboring property owners, they decided to reduce the plan by one unit from their original concept.

Mr. Way stated that he has been driving by this site for 20 years and appreciates that it is a beautiful space in the neighborhood and gateway to the north. It appears as though this parcel does not go all the way to Avery-Muirfield Drive. He asked who controls that land between this property and the road. Mr. Jolley answered that it is public right of way. Ms. Noble confirmed that the land between Avery-Muirfield Drive and the parcel is dedicated public right of way. Mr. Way asked about stormwater management for this parcel. Ms. Noble stated that the applicant did submit a plan to be reviewed by Engineering staff. Those are details that will be worked through if this project proceeds. Mr. Way asked if it will likely be some sort of storage facility. Ms. Noble answered affirmatively.

Mr. Way asked if the applicant has looked at the Neighborhood Design Guidelines and Conservation Overlay District and considered how to embrace some of those concepts. Mr. Jolley stated that they have looked at those and looked at neighborhoods nearby. They would be open to further consideration of the plan relative to Conservation Overlay and Neighborhood Design Guidelines.

Mr. Way asked if they would be open to fronting some of the units on the roundabout with rear loading garages. Mr. Jolley stated that they could look at how the end units are designed using four-sided architecture so it would not look like the back of a house. Mr. Way stated that the purpose of the Guidelines is to create that frontage and put the garage behind that so that the fronts of houses are what is visible. There are some inspirational images in the packet materials that would be perfect. He asked if the applicant is open to saving trees. Mr. Jolley answered affirmatively. Mr. Way stated that there is a balance between tree preservation and how to orient a new development to a public street. This is a gateway into Muirfield. Attention must be paid to ensure that this is the right look and feel and sets the right precedent for the quality of development in Dublin.

Ms. Harter asked if the applicant had reached out to neighbors and the Muirfield Association. Mr. Jolley stated that there have been conversations with the Post Road Civic Association. There were concerns as well as support for the density. They will continue those conversations.

Ms. Harter stated that she would expect that homes would be as close as possible to a sidewalk. She asked if there would be on-street parking. Mr. Jolley stated that there is not dedicated on-street parking.

Ms. Harter asked if there are crosswalks across Avery-Muirfield Drive. Ms. Rauch stated that there are existing crosswalks at the roundabout and a tunnel immediately north of the site.

Mr. Chinnock stated that there is concern about the layout. He asked about the applicant's process thus far and if two access points are necessary. Mr. Jolley stated that they began knowing they wanted to align the drive with the access across Post Road and have the fountain visible upon entry to the site. Those two factors became the driving design factors. From there, they reviewed adjacent developments, parcel widths, etc. to determine the number of lots. Mr. Jolley stated that the two access points are something to be considered with fire department. Mr. Chinnock asked about the arch feature. Mr. Jolley stated that they wanted a stone entryway. That came from the initial thought of having gated access. A public road likely would not permit a stone arch but they would like to include a stone pillar as an entry feature.

Ms. Call asked if the applicant already has a housing product. Mr. Jolley answered no. Ms. Call asked if there was consideration of different styles to allow for clustering open space. Mr. Jolley stated that the desire was for unit owners to have their own space.

Ms. Call asked if there had been consideration of private open space areas that allow homeowners to enjoy outside space without encroaching on setbacks. Mr. Jolley explained that there is a 15' setback on the east, 50' from Avery-Muirfield, and 30' from Post Road. The current design calls for 0' lot lines.

Public Comment

Dave Kaiser, 6800 Avery Road, Dublin, stated that as the owner of the excluded parcel, they have not been formally contacted with any real request to purchase his property. The R1 zoning designation is great. This proposal is dense. His largest concern is that this plan takes the shared driveway and turns it into a road. Currently they have approximately 30-40 trips on this access per day. He is also concerned about safe access. He welcomes development but has concerns about this application. Drainage could be another concern. This is a showcase entrance into Dublin's residential area. He asked the Commission to consider whether they would like to see the back of houses there.

Sandra Augustine, President of Post Road Residents' Association, 6300 Post Road, Dublin, stated that last summer she gathered input on this proposal from five adjacent homes. The concerns regarding density were so strong and unanimous that she decided not to contact others. Proximity of the easternmost lot line appears to only be 15 feet. Her understanding is that the minimum should be 25 feet. There is minimal green space and potentially no buffering on the property lines with existing homes. Filling in the pond on the property to the east is required in the plan but will impact the natural flow of water through these properties. More asphalt and buildings may require restructuring of surface plans to manage water. The curb cut on Avery-Muirfield Drive would need to be moved closer to the roundabout because the current curb cut is used by only two homes. The existing driveway is in the floodplain. The Post Road curb cut is suitable for a single-family home but appears to be too close to the roundabout for multi-family access. The existing single-family residential home would be isolated. Ms. Augustine added her support for comments regarding access and preserving natural features. This proposal would involve removal of natural vegetation adjacent to Indian Run substituting manmade structures and there is only .06 acres of open space around the fountain and cistern.

Commission Discussion

Mr. Chinnock stated that there are too many unanswered questions around traffic and stormwater. He is unable to make any educated opinion on the site because so much is unresolved. It seems like the concept is being forced. There has been much talk about this as a transition lot from commercial to residential uses. It is a very prominent corner where something unique could be done. There is a lot of work to do before moving forward.

Ms. Harter agreed with Mr. Chinnock. The density is high. She does not want to lose the larger-lot residential feel along Post Road with this density. She suggested that the applicant continue to engage with the neighbors. The open space does not fit with area plans. Tree preservation is important for this area.

Mr. Way stated that he supports residential development here. It would be good to consider how this site could be productive in Dublin. There are issues of existing vegetation and the natural character of this site adjacent to Indian Run. He expressed the importance of embracing that character. Stormwater management needs a lot of thought. The City developed great Neighborhood Design Guidelines and Conservation Overlay to help understand how to do development sensitively. He encouraged the applicant to look at the Guidelines and consider how to modify this plan to better align with those. Mr. Way noted the major landscape berm just north of this site that buffers those houses in the rear. That could be a potential strategy here. This is a prominent place in the community. The roundabout is a kind of gateway. The other quadrants of the roundabout have embraced that. There is an opportunity to put something here that projects a face to the community and a gateway going north on Avery-Muirfield Drive. He believes the density will be dictated by stormwater management and tree preservation and must fit within the R1 category.

Mr. Alexander stated that he feels the project is way too dense. There are many adverse results in the plan because of the density. The Neighborhood Design Guidelines recommend garages be entered at the side or rear. This proposal calls for garage entrance from the front. It does not appear that stormwater can be adequately addressed on this site. This development pattern is

inappropriate considering the development pattern on Post Road. Mr. Alexander stated that he believes there are ways to follow the guidelines and increase density, but there needs to be some way of transitioning from the pattern of housing on Post Road into something that might be denser. Another issue is the trees along Avery-Muirfield Drive. It appears that this plan would require their removal. Dublin is a green community. Landscape is dominant in this community. Landscape along Avery-Muirfield Drive becomes the gateway to one of the most important streets in Dublin. He does not think there is recognition of what is going on in the greater context.

Mr. Deschler agreed with his fellow commissioners. While this area does need some development, this proposal does not meet necessary development standards. While there is not a traffic study at this stage, he does not feel there is any way to have an egress/ingress on Avery-Muirfield Drive.

Mr. Garvin stated that he shares many of the same concerns as his fellow commissioners. He believes there is an opportunity to address many of these concerns at once. Having more open space reduces density. Having rear garage entrances for outward facing homes would solve many of the problems of the plan. This proposal does not connect or provide an amenity to the rest of the community because it is too dense.

Ms. Call thanked the members of the public for their comments and agreed that development is desirable, but it must be the right kind of development. She expressed appreciation for the applicant contemplating tree preservation and looking for a high-quality product. The fountain and archway are nice features; however, given the context, this is incredibly dense. She noted that the examples provided of adjacent neighborhoods are part of a larger development. Ms. Call encouraged the applicant to look at density compromise. She shared an example of a concept of large, attached units with four-sided architecture that would appear like a single-family unit and match the character of Post Road but would allow for increased density. She suggested the applicant be creative while still managing water, allowing for open space, and not putting a patio right next to neighboring homes. There is a path forward but this particular plan is not it.

Ms. Call asked if the applicant required any additional clarification. The applicant sought no further clarification but appreciated the Commission's feedback.

24-152INF - Crown INEOS Grenadier of Dublin

Informal review and feedback for the rezoning and modifications of an existing car dealership. The 2.95-acre site is zoned PCD, Planned Commerce District, Perimeter Center, and is located southwest of the intersection of Perimeter Loop Road and Mercedes Drive.

Applicant Presentation

Dave Kaldy, President, Archall Architects 49 E. Third Street, Columbus, stated that INEOS is a new car brand. It is s a hybrid between the Mercedes G Wagon and Defender with a unique focus on accessories. The vehicles are currently being sold out of the building. This project is to refresh the building as it is old and somewhat dated. The intention is to give it a fresh look and make the customer experience more powerful. The site plan was displayed. Some of the concrete areas are being moved. There is a lot of stepping and triangulation currently. The applicant looked at some

developments nearby. The landscaping details have not been determined beyond being something low. One of the pieces the applicant is seeking feedback on is the pylon sign. They want to reface the top of the sign, add the logo and name of company, and replace the existing blue with a black metal. Mr. Kaldy is proposing to square off the glass on the front of the building where it currently has three triangles. The intent is to keep the edges and square the front; the glass will not project further. The canopy will be larger so the front has more presence and will have a relationship with the front of the space. There will be a ribbed metal around the canopy edge and a sculptural canopy support piece. Based on feedback from the structural engineers, the canopy may not be exactly as displayed in current materials. The underside of the canopy is a wood-looking product that is also being used on the inside of the building and can be seen through the glass. The proposal also includes painting the tan brick around the building a darker color - black or dark charcoal.

Staff Presentation

Ms. Rauch stated that this is an informal application where the applicant receives non-binding feedback. It is different from the previous application because this is an existing development with a development text with standards. This site is part of the larger Crown campus. It is the center of three parcels that were all part of the Perimeter Planned Unit Development (PUD). When Crown Eurocars (the westernmost site on the campus) was rezoned several years ago to accommodate architectural modifications to reflect brand updates, it was in anticipation of the site under consideration and the other one (the easternmost site) being rezoned when those brands were updated. There is precedent for rezoning for modernization. Ms. Rauch showed existing conditions highlighting the front of the building. The stone color is consistent amongst the three buildings. Staff would like to understand the Commission's perspective on materials, color scheme, painting of the brick, and alignment with character of the area.

Ms. Rauch stated that this project will require a Rezoning and Amended Final Development Plan to move forward.

Ms. Rauch provided the following questions for discussion by the Commission.

- 1) Does the Commission support the proposed rezoning?
- 2) Does the Commission support the proposed site modifications?
- 3) Does the Commission support the proposed building modifications?
- 4) Does the Commission support the proposed new building sign and the modifications to the ground sign?
- 5) Any other discussion from the Commission.

Commission Questions

Mr. Chinnock asked for staff's opinion regarding painting brick. Ms. Rauch stated that it is a question of what the Commission wants the area to look like. Nothing in the Code outside of the Historic District prohibits or recommends against painting brick. There are examples of other commercial properties in the City with painted brick.

Mr. Chinnock asked about the campus-style development. Ms. Rauch stated that the text does contemplate modernization of the site.

Mr. Chinnock asked for staff's input on vinyl wood materials. Ms. Rauch stated that staff would want more details as this project moves to the next phase.

Mr. Chinnock asked for more information regarding the color selection. Mr. Kaldy stated that this is a newer boutique brand and therefore does not have some of the brand requirements that other manufacturers do. There has been more freedom for the architects to use more compelling ideas.

The darker accents and wood-like material were preferred. True natural wood on the outside of a building is difficult to maintain. They are open to an alternate material. The idea was to pull some of the wood tones from the interior of the building. The red is an accent color adding a nice balance to the building aesthetic.

Mr. Chinnock asked if the applicant had considered painting the brick on the sign. Mr. Kaldy answered that they would want the same treatment on the sign that is done on the building.

Mr. Chinnock asked about the intended landscaping and sought confirmation that the rendering is not accurate pertaining to landscaping. Mr. Kaldy explained that the rendering does not show that detail at this time and added that the landscaping would be isolated to areas being impacted such as right in front of the current showroom.

Ms. Harter asked if the windows are all new. Mr. Kaldy answered affirmatively.

Ms. Harter asked if the door locations will change. Mr. Kaldy stated that the door will remain in the same location.

Ms. Harter asked if the wood inside would match the canopy and could be seen from outside. Mr. Kaldy stated that the intent is for the material to match and to be visible from the outside.

Ms. Harter asked if the other areas on the building that are not brick will also be painted black. Mr. Kaldy stated yes, they intend to paint it all the same color.

Ms. Harter asked if garage doors are changing. Mr. Kaldy stated that has not been decided yet but they will be glass and will match the new windows.

Ms. Harter asked if there are places for people to sit outside. Mr. Kaldy stated that has not been considered yet but there are pockets of landscaping that could accommodate something like that.

Ms. Harter asked about the hanging sign. Mr. Kaldy stated that it will be an internally illuminated, rigid, permanent sign.

Mr. Way asked for clarification regarding the dark color on the elevations. Mr. Kaldy stated that there is no gray. The intent is for the whole building to be painted black. Mr. Way stated that he does not have a problem with black but is unsure about painted brick. There are options to accomplish that with paint or some sort of panel over the brick. He is concerned about vinyl. He is supportive of the look of wood but wants to make sure the material is something that is acceptable to the Commission.

Mr. Alexander asked if the red structure is considered a sign as it seems to be an important part of this company's identification. Mr. Boggs stated that the definition of a sign is any name, number, symbol, identification, description, display, illustration, object, graphic, sign, structure, or part thereof affixed to, painted on, represented directly or indirectly upon or projection onto a building structure, lot or other device. This appears to be a structural element that is stylistic. The only element that happens to evoke the logo itself is the color. The form of this inclined upside-down V seems to be structural and in and of itself would not be evocative of the logo without the color. If it were a different color, it would not be treated as a sign. Making the distinction based on color as opposed to form is difficult because it starts to become more content related. Each case is highly fact specific.

Mr. Alexander asked why the applicant desires this project to be distinct from the Crown campus. Mr. Kaldy stated that the owners would prefer not to have the existing color of brick. They felt it was dated. He shared a similar project at Easton, where they brick on the old Infiniti store was painted and it looks great.

Mr. Deschler sought confirmation that the red element is for structural support and asked for more detail regarding revisions based on the structural engineers' concerns. Mr. Kaldy answered affirmatively and explained that the engineers' concerns had to do with the thickness of the cantilever. It is possible that they may keep it at the current length. That is still to be determined. Ha added that the red accent color is inside the building as well.

Mr. Deschler asked if the intention for each of these three buildings having their own zoning was for an instance such as this. Ms. Rauch stated that the intent was for each of them to have continuity, but the ability to make modifications to modernize.

Mr. Deschler asked for the City's position on each of the sub areas being drastically different from a color standpoint. Ms. Rauch stated that the intent is for each building to retain some of the same kind of character in their own unique way.

Ms. Call asked how the Amended Final Development Plan text would apply retrospectively to the modification at the Crown Eurocars site. Ms. Rauch stated that what has already been approved cannot be redeliberated.

Mr. Garvin asked if it is the intention to incorporate the painting of the building as a consistent element throughout the Crown campus. Mr. Kaldy stated that they have not discussed that with regard to the other buildings.

Mr. Garvin asked if the shape of the structural element changes, and it is brought more upright, would the determination regarding signage change. Mr. Boggs stated that the element would remain a structural component of the building. Even if it were not inclined, there would still be challenges defending interpreting and treating it as a sign versus an architectural element that happens to have this accent color.

Public Comment

No public comments on the case were provided.

Commission Discussion

Mr. Garvin shared his support for the rezoning as it is consistent with the Eurocars rezoning. He is supportive of the site/building modifications. The goal of that text was to have the buildings in the Crown campus relate to one another in some way. If this does tie into the changes made at Eurocars, he would like to see that carried through into future development.

Mr. Deschler stated that he is supportive of the application. Regarding painting the building black, he is supportive but does not want it to become a continuity issue with the rest of the sub areas.

Mr. Alexander stated that he is not supportive of painting the brick. The Commission previously appreciated the continuity of this area when changes were proposed at the Volvo dealership. He is supportive of all other elements. Painted brick is becoming more common and can be done in a way that does not damage the brick so while it is not inherently wrong, it is not consistent with what we have told others in that area.

Mr. Deschler stated that the Volvo site is not part of this development text.

Mr. Deschler added that if the wood aspect could be achieved with something other than vinyl, it would be more appropriate for that area.

Mr. Way stated that he is supportive of the rezoning. He is concerned with painting the brick. Keeping the existing brick could create a contemporary new image for the building while keeping something consistent throughout the campus. He suggested the applicant provide options when this project comes back before the Commission.

Ms. Harter stated that she appreciates the fresh, modern look. That can be accomplished by bringing in black accent materials. She is having trouble with painting the brick. She is supportive of the wood look but wants to make sure it is a product that lasts. She is supportive of connecting the garage doors. Landscaping will matter.

Mr. Chinnock stated that he is very supportive of updating the building. It is still a campus and there are still adjacencies that must be considered. Painting the building black makes it stand out more than it should. He advised the applicant not to use vinyl wood.

Ms. Call stated that she does not see a problem with painting the brick. The first of the three buildings changed a significant portion of their building. A limitation on the number of colors could be placed in the development text. There is opportunity to address signs. She encouraged the applicant to work with staff on materials.

Mr. Way stated this is a campus and he would like to see what can be done to make this site feel like part of the campus.

Ms. Call asked if the applicant required any additional clarification. The applicant sought no further clarification but appreciated the Commission's feedback.

With no objection from the Commission, Ms. Call adjourned the meeting for a 5-minute break 8:37 p.m. Ms. Call called the meeting back to order with all members having returned to the dais.

**24-107Z - Summit View Road Rezoning
Request for review and recommendation of approval for the rezoning of an approximately 1.53-acre site from R-1, Restricted Suburban Residential District and SO, Suburban Office and Institutional District to SO, Suburban Office and Institutional District. The site is located northwest of the intersection of Summit View Road and Sawmill Road.**

Applicant Presentation

Akhil Patel, 6515 Ballantrae Place, Dublin, stated that the subject site is located at the corner of Summit View and Sawmill roads. There are two lots that are purchased together and will be sold together. The subject property was bought in 2017. A zoning change was granted by PZC on the corner lot in 2018. At that time, the Suburban Office designation was consistent with the Community Plan. The Community Plan update changed that to a recommended land use designation of Light Commercial Neighborhood. The applicant is seeking to have the lot with the house rezoned to Suburban Office. The City has determined via the Community Plan that perhaps this area would be better served with a different zone and usage. This request is consistent with that determination. There is no development planned currently. The intent is to sell the lots together. There is a non-binding letter of intent in place for a national daycare. He is asking the Commission to remain consistent with the Community Plan.

Staff Presentation

Mr. Hounshell stated that this is a standard district rezoning process. This is not a common process as most projects before this Commission are now in planned districts. For a standard district rezoning, the goal is to align property in the zoning districts with the Community Plan. This process requires a recommendation of approval or disapproval to City Council to make final determination. Of the two properties shown, the one at the corner was rezoned in 2018. It was recommended by PZC and ultimately approved by City Council. The Future Land Use Plan was update last year and recommendation for this area switched from Neighborhood Office Institutional to Mixed Use Neighborhood. The intent remains similar because it is along Sawmill Road. The intent statement from the Community Plan suggests neighborhood services located near existing and future residential neighborhoods that are walkable, auto-oriented or auto-accessible, and scaled to neighborhoods. Intended uses that are targeted within this district are office, personal services, commercial, retail, and eating and drinking – all at a residential scale. The applicant is seeking approval of a rezoning of the parcel with the existing house to SO, Suburban Office and Institutional. The house can still remain and still be operated even as the zoning changes. In the future, when the site is redeveloped, it would have to align with the current zoning at that time. Because this is a standard zoning district, any development of the site would not have to come to Planning and Zoning Commission. As long as it meets the development standards, it could go straight through to building permitting. Staff has reviewed the application against the applicable criteria and recommends a recommendation to City Council of approval with no conditions.

Commission Questions

Mr. Garvin asked if there is any implication that by combining two lots, that future development may be beyond residential scale. Mr. Hounshell stated that the residential scale would be consistent for any property in that zoning district and is the guidance for future development.

Mr. Garvin asked if there are traffic concerns on the site. Mr. Hounshell answered that there are not.

Mr. Garvin asked if there has been feedback from adjacent property owners. Mr. Hounshell stated that staff has not received any feedback from adjacent property owners.

Ms. Harter asked if the applicant had reached out to the neighbors. Mr. Patel stated that there have been offers made by neighbors that were not accepted. He added that they were required to submit addresses of adjacent property owners for notification and there is a large "for sale" sign on the property.

Ms. Harter asked if the applicant heard from the church across the street. Mr. Patel answered that he had not.

Public Comment

Joann Crockett, 3840 Summit View Road, Dublin, stated that she lives immediately west of the property in question. The area is currently all residential. There is no commercial within .6 of a mile. Her property is included in the area recommended for commercial. When she moved to her current residence, it was zoned R-1, Restricted Suburban Residential. This is supposed to be a gateway to Dublin. Mr. Patel has owned the property and has not developed. It is currently listed for sale and could be developed to anything. Ms. Crockett asked why all of the properties with

the same designation in the Future Land Use Plan are not rezoned and developed at the same time. She does not understand the need for commercial everywhere.

Mr. Hounshell stated that the Future Land Use Plan is a target for the future; it is not an immediate plan. It is to be considered anytime a property is considered for redevelopment. It is not to suggest that the entire area is to rezone at once. The application this evening is a single site rezoning. When an area is rezoned, all property owners must be engaged in the process. Rezoning is at a property owner's discretion. The goal is to make sure any development is sensitive to the context in which it is located.

Ms. Harter sought clarification regarding whether development in this district would come before the Planning and Zoning Commission. Mr. Hounshell stated that if a development plan met the permitted use and development standards, it would go straight to building standards for permitting. In the event that a development standard is not met, the Board of Zoning Appeals would then be involved and it would require a variance.

Ms. Harter stated that the corner lot is already zoned Suburban Office and Institutional so any of the permitted uses could be placed on that site.

Andrew Crockett, 3840 Summit View Road, Dublin, stated that he has been in touch with the pastor and trustees of the church mentioned previously and they have not heard anything about the rezoning. Neighbors to the north have not heard of it either. He added that those properties are still on septic tanks. The northeast corner of the commercial lot is all wetlands. There is one small driveway on the site. Summit View Road cannot handle a daycare. Mr. Crockett stated that the fact that they can build anything without talking to the neighbors is insulting to existing neighbors. Neighbors should not be excluded from future zoning processes. He does not agree that residents have no opportunity for input after the vote today.

Ms. Call stated that the Future Land Use Plan update is a public process that has been going on for two years. It addresses the entire City. There is some difficulty in addressing the entire city. It is published in a myriad of ways.

Ms. Call asked for clarification about public notice. Mr. Boggs stated that the State of Ohio Open Meetings Act mandates that public meetings have a predetermined schedule that is published. The City's zoning application process requires that the applicant provide addresses of every property owner for owners of properties within 300 feet of the parcel in question. Notice of that application is mailed. That is keeping with state and local law.

Ms. Rauch stated that the City of Dublin also places signs on properties, weather permitting.

Mr. Boggs stated that this Commission is a recommending body for a rezoning. This application will go to City Council who will make the final determination.

Ms. Rauch stated that even though an application for future development would not come before the Planning and Zoning Commission, all requirements will need to be met.

With no objection from the Commission, Ms. Call invited the applicant forward to address some of the stated concerns.

Mr. Patel stated that these issues were considered in 2018 when the first site came before the Planning and Zoning Commission and City Council. The neighbors were able to provide input at that time as well. The corner lot was approved with the caveat that when the City makes sewer

available, they would be required to tie into it. These issues were considered previously. City Code was reviewed and application was approved without public utilities in 2018.

Commission Discussion

Mr. Garvin stated that given the intent of the Future Land Use Plan and the zoning of the current corner lot, he is supportive of the rezoning of this lot as well.

Mr. Deschler agreed with Mr. Garvin.

Mr. Alexander stated that he is supportive as well. There are protections in terms of buffering, setback requirements, etc. so that this will have minimal impact on existing homes.

Mr. Way stated that the role of this Commission is to uphold the Community Plan. This rezoning request fits within the Community Plan and so he is supportive.

Ms. Harter stated that she is not in favor of the request. There is a lot of time spent discussing areas such as these but these pockets need to be revisited through applications as they happen.

Mr. Chinnock stated that he is generally in favor of the rezoning request. This change will not allow them to put whatever they want to build on the site. There are still a lot of restrictions in place.

Ms. Call stated that she is in favor of the rezoning. The Community Plan just went into effect in August. The steering committee reviewed sites on a case-by-case basis. It was a 24-month process during which they heard from community members, schools, business partners, and many residents. Ms. Call stated that one of her favorite comments she heard during the process was, "You can't do nothing and stay the same."

Mr. Way moved, Mr. Garvin seconded a recommendation of approval of the Standard District Rezoning to City Council with no conditions.

Vote: Ms. Harter, no; Mr. Deschler, yes; Mr. Alexaner, yes; Mr. Chinnock, yes; Ms. Call, yes; Mr. Way, yes; Mr. Garvin, yes.
[Motion carried 6-1]

24-154CP - Bridge Park, Block Y

Request for review and recommendation of approval a new mixed-use development. The approximately 4.50-acre site is zoned BSD-SCN, Scioto River Neighborhood and is located southeast of the intersection of W. Dublin-Granville Road and Riverside Drive.

Applicant Presentation

Russell Hunter, Executive VP of Development and Design, Crawford Hoying, 6640 Riverside Drive, Dublin, stated that this is an incredibly complex site and an incredibly complex project. The location is a gateway coming across SR 161. They recognize there is much work to do on design and still much coordination with staff and neighbors. They want to continue to be open and talk to people.

Jeffrey Pongonis, Principal, MKSK, 462 South Ludlow Alley, Columbus, stated that the site is located at the corner of SR161 and Riverside Drive with a retail center to the east and Bridge Park and the roundabout to the north. One objective of the plan is for the development to incrementally grow up the hill into the existing retail center while preserving the walkable qualities of Bridge Park. Another objective is to have a street grid and clear circulation components in and around the site. There is an office building to the southeast and the primary building massing is at the northwest corner of the site. There is a north and south drive that flanks the condominium and event portion of the building along the east side for visitors and service to the building. There is another primary drive coming from the retail center into the auto court that serves entire building. The team is wrestling with where to start and stop the more urban Bridge Park streetscape and where to transition into the softer, more park-like landscape south onto Riverside Drive. Mr. Pongonis shared some of the primary components of the plan. Moving from the east to the west, there is an area labeled tree grove, which is meant to be a gateway landscape feature in and out of the development. There is a quarter moon plaza flanking the office building on the entry drive into the auto court adjacent to the Wendy's building. That is an attempt to screen the development from that but also integrate it into the neighborhood as part of the street grid. There is a network of sidewalks and circulation paths around the main building as well as a set of stairs. To the south, is the service area that contains parking and service. There are a few different zones or typologies on the site. There is a traditional or typical Bridge Park streetscape typology that transitions into a more park-like landscape area. There are private streetscapes along the access drive allowing automobiles to circulate on site and also for pedestrians to get to the site from SR161. The entry drive into the development from the retail center from SR161 and Dale Drive into the auto court can be a blend of landscape and urban streetscape typologies.

Chris Meyers, Principal Architect, Meyers and Associates Architecture and Interior Design, 232 North Third Street, Columbus, stated that as this project is at the informal stage, we are talking about big ideas like massing, shape and site planning. They have followed the Envision Dublin Community Plan update process over the past couple of years. They would like this project to be a shining example of all of the attributes noted in Envision Dublin, the Bridge Street District Code and Guidelines and general planning approaches. The condominium and event building is 438,000 square feet. They are trying to determine how such a large building with such complex functions can feel right in the context of this site. There is a three-story, 500-space parking structure. This site has an approximately 30-foot grade change going from east to west allowing large portions of the parking structure parking to be embedded below ground. Traffic for the many different uses (hospitality, residential, visitor) is isolated. There are two towers located in the northeast corner of the site consisting of an eight-story residential component and a seven-story hotel. Those are above the garage podium. The ground level of the hotel and residential as well as the restaurant are on the same grade plane as the Shoppes at River Ridge. The garage creates the platform for all of this activity. The highest point on the building is approximately seven feet taller than the AC Marriott hotel across SR161. Through the evolution of the project, they learned that they wanted to be sensitive to the neighborhood to the south. They had a number of meetings and focus groups. In an effort to illustrate visibility and height, they flew balloons via drones. There is good interaction they intend to continue throughout this effort. The previous concept on this site had a linear hotel going north to south straight along Riverside Drive. The building is now an L-shape, not quite at 90 degrees, allowing it to be pulled nearly 100 feet to the north, compacting the site closer to the context of Bridge Park. The intent is for this to feel like a transition building. The residential piece is 26 units - roughly four units per floor. There are 130 guest rooms for the hotel. It will be very similar to the AC Marriott and Springhill Suites nearby. The hotel is planned to be a Marriott

Autograph Series, which is one of the premier lines within Marriott’s chain of hotels. It is a property that is owned with Cameron Mitchell and Crawford Hoying as a joint venture. There is a food-focused approach to the design and utilization. An Autograph hotel is a distinction. There are currently four Marriott Autograph hotels in Ohio. This will be the first new build in the State. All others are within modified buildings. Autographs have a boutique style. Within the hotel, there is a combination of signature food and beverage functions, a spa, and a series of event spaces in and around the building with the intent to create an urban, active, outdoor space with connection to the community. Mr. Meyers shared the design objectives that they have applied to this project.

1. Focus on massing/scale/height/proportion within existing context;
2. Attention to pedestrian activity/Approachable architecture;
3. Sensitivity to neighbors;
4. Compatible size to the AC Marriott hotel;
5. Positioning of building in a way that ties into the Dublin Link Bridge; and
6. Activation of the roundabout with a civic space.

One of the challenges of the site is access. They are considering a right-out curb cut. That will have to go through engineering and traffic studies but they are looking for feedback at this time. Stormwater management is another concern they are working through. EMH&T is the civil engineer on the project. Sustainability efforts are being put into the design. They intend to capture much of the stormwater in a vault system.

Mr. Meyers stated that this project includes a new 90,000 square foot, four-story office building. He shared images of conceptual architectural details.

Staff Presentation

Mr. Hounshell stated that typically a Concept Plan requires determination by PZC in the Bridge Street District (BSD). However, because a development agreement will be attached to this, the process requires a recommendation from PZC to City Council. There will be two additional steps, Preliminary Development Plan and Final Development Plan. Mr. Hounshell shared the Considerations from the BSD Zoning Code.

- The proposed land uses are consistent with Envision Dublin, BSD Special Area Plan, and BSD Code.
- The proposed block framework and street network are generally compatible with the adopted plans, leading to the creation of a walkable, urban place.
- The proposed development concept generally fulfills the intent of the BSD Special Area Plan.
- The proposed development concept creates a walkable, urban place.

Note: Height, massing, and design of buildings are considered with subsequent applications. The Concept Plan does not commit to these items.

This site is the southern boundary of the Bridge Street District. South of the site is existing suburban office and single-family residential zoning. This property sits lower than the AC Marriott. The site is recommended mixed-use urban by the Future Land Use Plan, which is considered for a strong mix of uses in an active, highly walkable environment. Uses that are typical for this designation are commercial, office, hospitality, multi-family residential, eating and drinking, Civic, parks and open spaces that support the other uses. There are many recommendations regarding the built form. One recommendation within this district is for the height within this district to be between three and six stories, however there are some key locations where additional height may be appropriate. The Bridge Street District Special Area Plan states that the development of this site should frame the roundabout and create distinctive character as a landmark of the District. The Special Area Plan

contemplates between three and eight stories with contemporary architecture. That process is reviewed with the subsequent applications. This site also must be a transition to the suburban office and single family residential to the south.

Mr. Hounshell stated that the City of Dublin is currently engaged in the East Bridge Street Corridor Study looking at the SR161 corridor and identifying ways to make it more pedestrian friendly. There are currently challenges with crossing SR161, particularly at the roundabout. The study is not tied to this project or any development project. It is a standalone process that the City is engaged in and the goals are:

- Affirm and update schematic alignments of future street grid
- Improve crosswalks by minimizing crossing lengths and evaluating intersections
- Development concepts of the Emerald Trail
- Plan for future LinkUS BRT facilities
- Evaluate speed limit changes and associated impacts to mobility.

There currently is no defined timeline in which this is to be completed.

Mr. Hounshell shared an image from the Scioto River Neighborhood Requirements that reinforce the idea that this site needs to be a gateway.

There is much work to be done with this project. Some considerations are:

- Site access
- Dale Drive street designation
- Streetscape designs along Riverside Drive and SR161
- Building Type designations to establish requirements
- Integration with surrounding areas
- Open Space types and locations
- Stormwater management.

Staff is recommending approval of recommendation to City Council with seven conditions.

Commission Questions

Mr. Chinnock stated that a pedestrian bridge across SR161 was part of previous discussions. He asked staff if that is no longer being considered because of the City's study. Mr. Hounshell stated that part of the study is determining appropriate avenues to cross SR161 and it is his understanding that a bridge would not be appropriate.

Mr. Chinnock asked for further explanation regarding the access drive to the motor court, the grade change and how that road interacts with the parking garage. Mr. Meyers stated that a vehicle would travel the road flat to the drop off/canopy cover. The road to the south begins a descent with access to the garage at two lower levels. The grade change occurs from north to south.

Mr. Chinnock asked for more information on the streetscape and how a pedestrian will relate to the building. Mr. Pongonis stated that there is a transition from traditional Bridge Street District streetscape into the more landscape-rich environment. The goal is to transition to the more pastoral character of Riverside Drive. The design leverages the grade to bury the parking but on Riverside Drive, it needs imbedded in a way that creates a great site experience. Landscaping will be layered in front of the garage along Riverside Drive so that it presents itself in a more park-like experience. Mr. Meyers added that the intent is for pedestrians to not know there are cars parked behind the landscape. The undulation of the façade will make it approachable.

Ms. Harter referenced the parking garages and asked if owners will have their own garage space. Mr. Meyers stated that there is dedicated parking for owners on a concierge basis. The plan is not far enough into the details to determine exactly how but there will be dedicated parking. Ms. Harter asked if the 500 spaces account for owners and hotel and restaurant visitors. Mr. Meyers stated they conducted a data analysis that factors in proximity to the airport, the brand of hotel, residential, restaurants, etc. A study determining the maximum spaces needed is conducted and then a contingency is added. That put the number just under 500 for this site. Much effort goes into making sure the parking properly serves the functions of the site. If it does not, then it hinders the businesses.

Ms. Harter asked if the protruding event space will feel overwhelming to a driver. Mr. Meyers stated that there many architectural details to still decide but the intent is to create a gracious first impression for the development.

Ms. Harter asked if the standalone office area needs any consideration/discussion with the neighbors. Mr. Meyers stated that the height is four stories, 55 to 60 feet, which is lower than the hotel. The building may step down in the back. If there is feedback from this discussion that the office building needs to be attended to, then they will do so.

Ms. Harter stated that the speed limit approaching the area is 25 mph. She asked if anything has changed with the bottleneck that happens on Martin Road and could Martin Road be added to traffic studies in that area. Ms. Rauch stated it is 25 mph to the roundabout. A traffic study is not required as part of this project as it was done with the original Bridge Street development. Traffic modeling was also done as part of the Community Plan update. Engineering and Transportation and Mobility staff are very attuned to what is happening there. The roundabout and the street network is designed for this type of development. It is busy but that is the point of this type of urban development. Staff will continue to engage with the residents in the area.

Mr. Way stated that this is set up in lots and blocks and there was a diagram that includes Stoneridge Lane. Mr. Hounshell stated that he is not aware of any plans where Stoneridge Lane extends to Riverside Drive. Mr. Way stated the he is more concerned with Stoneridge creating a block. The office building as proposed stops Stoneridge Lane and he proposed that the office building rotate to allow that corridor to continue. The Special Area Plan establishes the area with lots and blocks. How does this plan respond to that? Mr. Hunter stated that the office building has rotated 90 degrees in several iterations of this plan. The grade may prevent Stoneridge from getting to Riverside and the office building actually give a place for the road to stop. Mr. Way stated that Stoneridge could be a pedestrian route. He is glad the applicant considered it. Mr. Way asked if the loading dock is raised. Mr. Meyers stated the loading dock is at street level. A requirement of the brand is all services will occur within the building.

Mr. Garvin asked about connection to the east. Mr. Meyers stated that the hope would be that the access be as close to the building as possible. There are particular requirements for distance from the roundabout. The next logical solution may be to enhance traffic and pedestrian safety measures at Dale Drive. At this point a connection will likely be an enhanced walk path with better traffic stopping or calming devices.

Mr. Garvin asked for insight regarding the feedback received from the balloon flights. Mr. Hunter stated that the goal of the exercise was to determine how this development would affect residents on Lilly Mar Court and Martin Place. The drone was nearly 160 feet in the air from the eastern part of site before it could be seen from Martin Place. Mr. Meyers stated that the residential part of what is being proposed now is 116 feet above Riverside Drive and 105 feet to the high point of the hotel.

Mr. Garvin asked if there is demand for more hotel use. Mr. Hunter stated that the hotels in Bridge Park are doing exceptionally well, and Marriott is incredibly excited about the project.

Mr. Deschler asked if the private access between Dale Drive and Riverside Drive has been studied. Mr. Hounshell stated that there are still conversations that need to be had with City Engineering staff to determine whether that is possible. Private access points onto principal streets are typically not permitted. Mr. Hunter added that they are currently considering that a right out only. One of the important points about that access is that it brings the block down. The fact that it could feel like a road network even if it does not directly connect is positive. Mr. Deschler stated that he is not yet supportive of that access point.

Mr. Deschler asked if there is a parking garage under office building. Mr. Meyers stated that the office building is built on grade. Part of the parking capacity of 500 is for the office building. Mr. Deschler asked about overflow parking for the office building.

Matt Starr, Executive VP of Commercial Real Estate and Leasing, Crawford Hoying, 6640 Riverside Drive, Suite 500, Dublin, stated that overflow parking would likely be behind the Shoppes at River Ridge. This is a similar situation to the AC Marriott. They will bring any metrics to the Commission.

Mr. Deschler asked if the entrance into the parking garage on the east part of the site will be private. Mr. Meyers answered affirmatively. Whether that road goes out to SR161 or not, they will still have the drive. It also creates the block of this development and sets up how the other roadway layout happens going east.

Mr. Deschler asked if employees will have designated parking. Mr. Meyers stated that there are plans for entire portions of the garage to be dedicated to staff parking. There will be areas for residents, concierge, valet. The garage will not just be standard spaces but will predominately be valet spaces.

Mr. Deschler asked if there will be any spots for self-parking. Mr. Meyers answered in the affirmative. Mr. Starr stated that almost the same program exists across the street and that garage is not full very often. They will show the math as the project moves forward. They do know from experience at the AC Marriott that about 50 to 60% of patrons arrive via Uber or Lyft. Mr. Deschler asked if access from Riverside Drive has been considered. Mr. Hunter stated that they did consider that early in the process. They hired the engineering firm that designed the roundabout and were told it could not be done. They did not recommend any egress or ingress from Riverside Drive onto this site. Mr. Hounshell stated SR161 and Riverside Drive share the same designation and access points are limited on those drives because traffic volume is the largest on those streets. The more access points added, the more impact is made to the traffic flow and the potential for queuing increases.

Mr. Deschler asked if any prominent features like a stone monument or water feature were considered at the corner. Mr. Pongonis stated that they would explore that but are not at that level of detail at this time.

Mr. Alexander asked if there has been discussion about extending enhancements out to the end of Dale Drive (at SR161) to strengthen the entry point. Mr. Hunter stated that Dale Drive north of this site is a public street. They would welcome the idea of improving that connection. Mr. Pongonis stated that some of that is in the SR161 Corridor Study. Mr. Hounshell stated that one

of the conditions of this is working with the applicant to determine the best path forward to convert Dale Drive to a public street.

Ms. Call asked if the applicant has contemplated what happens landscaping-wise if that north south drive along the building does not go out to SR161. Mr. Pongonis stated that it would be landscaped to the quality of Bridge Park but not make the street connection. It would have high quality pedestrian connections, signage and landscape features.

Public Comment

Cliff Farrell, 3199 Martin Road, Dublin, thanked the Commission for their work. He spent 12 to 15 years in front of Columbus' Development Commission representing a neighborhood civic association and he would have loved to have heard such thoughtful questions. Coming from Old Dublin across the bridge, you will see a 10-story building. There is no underground garage. The underground is the 30-foot grade drop. This development is 450,000 square feet on four acres. The south side of Riverside Drive is all developed and the road cannot be widened. This will generate thousands of trips per day and there is nowhere for it to go. He goes to work at 6:00 a.m. not to avoid traffic at the circle. Martin Road at rush hour is blocked at its west end. Mr. Farrell stated that he thinks the applicants are trying to shoehorn too much onto this site. This project will create a whole set of problems with traffic that have not been addressed adequately. He understands that some of this proposal will happen but he would like to make sure that what does happen does not end up destroying Martin Road and the residences in the area.

Scott Haring, 3280 Lilly Mar Court, Dublin, stated that neighbors recognize this is private property and will be developed. When this parcel was zoned, it was given the designation of being in the Bridge Street District. The Community Plan is a broad brush. The Bridge Street plan originally permitted a maximum of five stories. This parcel was rezoned to allow a six-story building with no specific plan at the time. If this project could be done at six stories, that would be alright. This does not comply with the rule of six stories. He asked the Commission to be sensitive to the neighbors at six stories. The most exciting part of this project was the pedestrian bridge. He is sad to hear that is not in this concept. Traversing the roundabout is dangerous.

Amy Gossard, 6947 Ballantrae Loop, Dublin, stated that she is the owner of Polished Hair and Nails located at the Shoppes at River Ridge. She is very excited about this project. There is a lot of parking. There is some parking behind the Shoppes buildings. There is so much parking that is not utilized. A development there could possibly cause people to park far away from the building and create foot traffic for the rest of the businesses there. She has been in business 13 years and would like to stay.

Joe Cartolano, 3390 Martin Road, Dublin, stated that when this was previously proposed, one of the things said was that six stories was the maximum. Now it is up to eight stories because it is a corridor or gateway. He asked what determines a gateway or corridor structure. When a building was proposed at the north end of Bridge Park they were told it had to be six stories. The difference in elevation is deceiving. To say the parking garage is underground is misleading. It is underground standing to the east but on Riverside Drive, it is three stories above ground. The height of the building is critical. We all know the site will be developed but must stay within the Code. It feels like things are being snuck in without the public being made aware. Residents look to Commissioners to protect their rights. Mr. Cartolano stated that a drone is not the same as

several hundred feet of building length. He encouraged members to stick to the Code and not make exceptions.

Commission Discussion

Mr. Garvin stated that he is excited about the use for the project but is concerned about the scale, particularly from the bridge on Bridge Street. The pedestrian connection is a huge concern for him. The proposal seems intensive. Those concerns were somewhat allayed with the comparison to the AC Marriott. He expressed appreciation for the skyline view that they had requested previously. The office building degrading in height may help the skyline. The intensity of the project from the south could be softened by transparency. Looking at the building from the roundabout, he is curious how intensive this will be from the ground if there is a suitable pedestrian connection achieved. Generally, he is supportive of the project, the usage and an exception for height.

Mr. Deschler stated that height is not in front of the Commission this evening. Mr. Boggs confirmed by stating that specific height and waivers would come at a later time. Mr. Deschler stated that he is supportive of the project with the conditions set forth by the City.

Mr. Alexander stated that he is generally supportive of the project. His biggest concern is traffic. That will prove whether the project is viable. One of his concerns is peak demand coming out of that office and Dale Drive. That is already a stacking issue right now and that is when there is low use there. He is interested to see what a traffic study proves. Another concern is the pedestrian linkages. He is generally supportive of the massing, particularly splitting the volumes and locations of the functions. Having residential on that side of SR161 will help existing uses. He does think it has a very different feel from Bridge Park and that is okay. For him, it will come down to whether the traffic works. He is supportive of the height as it is logical to frame that entry with something similar to the AC in height.

Mr. Way stated that he is generally supportive of the layout, massing and scale. It is commensurate with being at this gateway location. He is struggling with the relationship of the building to the streets. Bridge Street is all about activating frontages. He does not feel like the frontage along Riverside Drive is activated well. There is a great opportunity to think about how to activate that edge given its setting. He encouraged the applicant to consider how to activate spaces at different levels. The roundabout corner should be an incredible plaza. It needs to be as exciting as everything to the north. Open space and activation are very important. He is looking for activation all around the site.

Ms. Harter stated agreed that the site needs more activation. She suggested removing the grove of trees so people are able to see the proximity of the Shoppes at River Ridge.

Mr. Chinnock stated that he is generally supportive of the project. Scale is a concern for everyone. He suggested adding language to the conditions that the applicant continue to work with staff on the streetscapes and scale. Ms. Call stated that scale is addressed in Condition 6. Mr. Boggs stated that building types have a certain maximum number of levels unless a waiver is applied for, waiver criteria applied to that application, and the waiver is approved. Mr. Chinnock stated that pedestrian connectivity is very important here.

Mr. Deschler stated that the City is owning pedestrian safety. Mr. Hounshell stated that was the goal of condition 5.

Conversation continued about potential conditions.

Ms. Call stated that the access on SR161 makes her very uncomfortable. She stated that she will want to see a lot of detail at next step because it will have a lot of impact.

Mr. Way moved, Mr. Deschler seconded recommendation of approval of the Concept Plan to City Council with the following conditions:

- 1) The applicant work with Staff to consider the conversion of Dale Drive from a private street to a public street;
- 2) The applicant continues to work with Staff to identify opportunities to integrate the development with the surrounding areas and align with the guiding principles of the Bridge Street District;
- 3) The applicant continue to work with Staff to continue to develop the street network and determine the appropriateness of the access point along W. Dublin-Granville Road;
- 4) The applicant continue to work with Staff to provide functional and well-designed open spaces throughout the development that aligns with the intent of the Code;
- 5) The applicant continue to work with Staff to develop the design of both the W. Dublin-Granville Road and Riverside Drive streetscapes and pedestrian corridors, and how this will integrate with the proposed development;
- 6) The applicant works with Staff on the determination of building types and how they relate to the design of the buildings; and,
- 7) The applicant continues to work with Staff to determine the necessary site improvements to meet the stormwater management requirements for both the proposed development and the Shoppes at River Ridge.

Vote: Ms. Call, yes; Mr. Garvin, yes; Mr. Alexander, yes; Mr. Way, yes; Mr. Chinnock, yes; Mr. Deschler, yes; Ms. Harter, yes.
[motion passed 7-0]

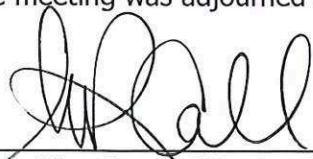
COMMUNICATIONS

Ms. Rauch reported that:

- Digital Packet will come through OnBoard and OneDrive. An email containing sign-in information to activate your account will come on January 14, 2025. Trainings are scheduled for Thursday, January 16, 2025 at 5:00 p.m. and Friday, January 17, 2025 at 12:00 p.m. Trainings will be recorded.

ADJOURNMENT

The meeting was adjourned at 11:03 pm.



Chair, Planning and Zoning Commission


Deputy Clerk of Council