



MEETING MINUTES

Planning & Zoning Commission

Thursday, February 15, 2024

CALL TO ORDER

Ms. Call, Chair, called the meeting to order at 6:30 p.m. and welcomed everyone to the February 15, 2024 Planning and Zoning Commission meeting. She stated that the meeting also could be accessed at the City's website. Public comments on the cases were welcome from meeting attendees and from those viewing at the City's website.

PLEDGE OF ALLEGIANCE

Ms. Call led the Pledge of Allegiance.

ROLL CALL

Commission members present: Jamey Chinnock, Kim Way, Mark Supelak, Lance Schneier, Kathy Harter, Rebecca Call

Commission members absent: Warren Fishman

Staff members present: Jennifer Rauch, Thaddeus Boggs, Bassem Bitar, Sara Holt, Paul Hammersmith, Jeannie Willis, Tina Wawszkiewicz, JM Rayburn

ACCEPTANCE OF DOCUMENTS/APPROVAL OF MINUTES

Mr. Supelak moved, Mr. Chinnock seconded acceptance of the documents into the record and approval of the Planning and Zoning Commission (PZC) Regular Meeting Minutes of 01-18-24.

Vote: Ms. Harter, yes; Mr. Schneier, yes; Mr. Supelak, yes; Mr. Chinnock, yes; Mr. Way, yes; Ms. Call, yes.

[Motion carried 6-0]

Ms. Call stated that the Planning and Zoning Commission is an advisory board to City Council when rezoning and platting of property are under consideration. In such cases, City Council will receive recommendations from the Commission. In other cases, the Commission has the final decision-making responsibility. Anyone who intends to address the Commission on administrative cases must be sworn in. Ms. Call swore in individuals who intended to give public testimony.

- **Case 24-002INF – Informal Review, Amlin Crossing**

Informal review and feedback on a proposed development of approximately 105 acres consisting of 105 single-family detached units and 210 to 420 higher-density units. The site is zoned R, Rural District and is located southeast of the intersection of Rings and Cosgray Roads.

Applicant Presentation

Greg Chillog, Landscape Architect and Land Planner, EDGE Group, 330 W. Spring Street – Suite 350, Columbus, stated that after their previous plan was reviewed by the Planning Commission, their team re-considered their proposal and attempted to identify a solution that could be moved forward. With the Commission's feedback in mind, they conducted another analysis on their buildable versus non-buildable areas on the site. They set aside the Tuttle Crossing Blvd. acreage, 150-foot setbacks along Cosgray Road, Tuttle Crossing Blvd. and along the railroad. They set aside all the preliminary delineated wetlands and their buffers, all of the woodlands, tree rows, landmark trees and landmark tree buffers. That left approximately 60 nonbuildable acres on the 105-acre site. Then, after defining the open-space framework, approximately 45 acres remained on which to build -- two larger areas and two smaller areas in a northern zone and a southern zone. The open space on the site is approximately 50%. They have attempted to implement some of the conservation design principles into the proposed plan, including large setbacks and preservation of natural features.

Mr. Chillog stated that tonight's discussion would focus primarily on the northern zone, specifically on the density and building type. The Community Plan recommends 3 – 5 dwelling units per acre, which equates to 315 – 525 dwelling units on the site. Schottenstein Homes' intent is to build single-family homes in the 26-acre southern zone, which equates to approximately 105 units. Eliminating that number leaves the opportunity for +/- 200 - +/-400 units in the northern buildable area. After defining the appropriate density and building type, they will identify a development partner to construct those building types. They have not yet identified a building partner. Schottenstein Homes will build only the single-family homes in the southern building zone. They request the Commission's feedback concerning building massing, building height, number of units and their relationship to the streets. With those items identified, they will look for a partner to build that vision. He presented a schematic of their proposed site plan. One of the major contributing factors on the site is the proposed extension of Tuttle Crossing Blvd. through the southern one-third of the site. South of that area will be the single-family homes. The northern building zone would be accessed from Cosgray Road. They have also secured a potential secondary access point to Rings Road, which could serve as a catalyst for the future Amlin Village mixed-use development that is contemplated in the Community Plan. However, that future development may not occur for some time. The development they are proposing tonight may need to stand on its own for a while, yet have the elements that the residential portion of the Amlin Village would need. The Community Plan identifies that residential area as being support to commercial within the future mixed-use development; therefore, their proposed higher density residential development makes sense. Approximately 35 acres of open space are preserved in the northeastern third of the site. There is the opportunity for active and passive open spaces, north-south pedestrian connections, and a bikepath connection to Rings Road.

He presented two building type concepts. Concept A would provide 210 dwelling units (du) on 16 acres, resulting in a 13 du/acre development. That is typically an attached townhome product or a combination that includes some stacked garden-style units. Concept B would provide 420 units on 16 acres, the maximum density of 5.0 du/acre, resulting in a 26 du/acre development. That could be accomplished through a 3-story stacked garden-type product. Staff has recommended that they also consider the addition of some other middle housing types, such as attached duplexes, stacked duplexes or four-plexes, courtyard and cottage court building types. He showed examples of the potential middle housing types. However, they believe that an attached 2-story townhome product would be appropriate or a 3-story stacked garden building type. They invite the Commission's feedback on the questions that have been proposed for discussion.

Staff Presentation

Ms. Holt stated that this is a request for an Informal Review of a development of approximately 105 acres consisting of 105 single-family homes and 210-420 higher density residential units. The site has approximately 1,660 feet of total frontage along Cosgray Road in two segments and approximately 2,800 feet of frontage along the CSX Railroad. On the north side, the site is adjacent to the Village of Amlin, and on the south side, the site is adjacent to single-family residential located within the City of Columbus (Hayden Farms) and a Washington Township rural area. There is currently an option to purchase a property connecting the project site to Rings Road, within the Village of Amlin. The 1.25 acre property, which is within the Washington Township jurisdiction and is zoned Large-lot Residential, would have to be annexed and rezoned to become a part of this project. The Future Land Use Map in the 2013 Community Plan shows the majority of this site as Mixed Residential Medium Density, which has a walkable orientation at a maximum density of 5.0 du/acre. The 2013 Community Plan includes an area plan for this specific area, the Southwest (SW) Area Plan. At that time, Tuttle Crossing Boulevard was anticipated to take a different route through the property; however, the 2020 Tuttle Crossing Boulevard Extension feasibility study identified a more direct route west through the property with Cosgray Road continued in its present alignment. The SW Area Plan identifies a Village of Amlin gateway in the northwest corner of this site. In earlier discussions, the Commission indicated that a reduction in depth of the railroad and Tuttle Crossing Blvd. buffers could be acceptable and an increased density for the south area of the site could be acceptable.

The following is the development history regarding the site:

2005 – Site was annexed via Ordinance 56-05.

2021 – Concept Plan - 505 lots on 101 acres, for single-family detached and attached products. PZC expressed the following concerns: conflict with Community and Area Plans, where less density (1.5 du/ac) was anticipated along the southern border; inadequate setbacks at railroad and Tuttle Crossing Boulevard; emphasis on garage doors and driveways; and future Tuttle Crossing Boulevard right-of-way to be fully on project site.

2022 - Concept Plan with a service street-access product, allowing most houses to front onto commons or greens. PZC concerns were: the need for mixed-use/commercial in northwest corner (some members); open spaces were positive, but houses fronted to open space without direct street access; townhouse area (south portion of property) was too dense, too tall and needed open space buffer to Columbus; open space should feel publicly accessible, not private; private roads were not supported; insufficient railroad, Cosgray Road and Tuttle Crossing Blvd. setbacks.

2023 - Preliminary Development Plan (PDP)/Rezoning and Preliminary Plat. The case was tabled based on staff's recommendation for denial due to numerous concerns and incomplete requirements.

The revised site plan proposed tonight reflects the following changes:

- The north-south connecting road between the two neighborhoods has been removed;
- The entire woodland and wetland area in the northeast portion of the site has been preserved;
- There is a potential new connection to Rings Road.
- Area A:

Scenario 1 - single-family attached or multi-family (2 to 3-story garden units); 210 units
Scenario 2 - multi-family 3 to 5-story garden units or townhomes; 420 units.

Scenario 1 would total 315 dwelling units, or 3 du/ac; Scenario 2 would total 525 units, or 5 du/ac. Open space in either case is shown at +/-52.5 acres on the 105-acre site, including +/35 acres for park dedication, +/-16 acres for buffer/stormwater, and +/-7 acres for Tuttle Crossing Boulevard right-of-way. Slope easement locations are not yet included in the Tuttle Crossing Boulevard right-of-way calculation; this area cannot serve as open space.

- Area B: Single-family detached; 105 lots/units.
- Area C: Park dedication, Tuttle Crossing Boulevard right-of-way and slope easement as it crosses the railroad track, stormwater facilities, 150-foot buffers for Cosgray Road, Tuttle Crossing Blvd. and the railroad tracks. The previous submission provided approximately 100-foot buffers. The Community Plan indicates 200-foot buffers, but the Commission has expressed some flexibility. Setbacks for the Village of Amlin and the southern border are shown at 25 feet, the minimum per Code.

Ms. Holt stated that the following discussion questions have been provided to facilitate the Commission's feedback:

- Does this approach meet the vision of the Community Plan and the Special Area Plan?
- Is the Commission supportive of the proposed site layout?
- Is the Commission supportive of the architectural inspiration offered for the development?
- Other considerations by the Commission.

Commission Questions

Mr. Supelak stated that the SW Area Plan anticipates an Amlin Village gateway in the northwest corner of the site at the Rings and Cosgray intersection. He requested clarification of that intent.

Ms. Holt responded that the Special Area Plan is not specific regarding the entry feature for an Amlin Village mixed-use area, which is shown on this site; it could consist of a wide range of options.

Mr. Supelak stated that the Community Plan provides a target density of 3 – 5 du/acre. If that density were to be distributed across the entire site, it would not be a particularly dense residential development. However, 60% of this site is considered nonbuildable. Because the density is intended to be confined to pockets, the result would be 13 du/acre. He requested clarification of the intent behind a density of 3- 5 du/acre.

Ms. Call stated that the City has both the Community Plan Future Land Use Plan and adopted area plans. The SW Area Plan, which applies to 1,500 acres in the southwest area, identifies a number of challenges within that acreage. She requested clarification of how the Community Plan's intent regarding housing types and densities are interpreted with individual properties, such as those included in the application this evening.

Ms. Rauch responded that the Future Land Use map looks holistically at the City. Special Area Plans identify the desired character in special areas. The SW Area Plan looks primarily at residential development and how it should fit in, integrate and transition into the current rural character, including the Amlin neighborhood. The site with this application is 105 acres, and from a density standpoint, the number of units/acre for the entire acreage is considered, not just the density within the smaller areas in which development will be located.

Mr. Supelak stated the intent of 3-5 du/acre indicates a certain neighborhood character. If the total number of units for the site is limited to certain pockets, the result is a different character.

Ms. Rauch responded that the SW Area Plan does not identify any specific site design. The graphic provided in the packet shows a gridded street pattern with higher intensity residential development in some areas and more suburban development in another area. There are different site constraints that influence the design. When we look at a site, we look at the overall density.

Mr. Supelak stated that from that perspective, although there are areas of heavy unit concentration that are not close to 3-5 du/acre; overall, the density could be 3-5 du/acre.

Ms. Rauch stated that per the Neighborhood Design Standards, open space is looked at first and then it is determined how to design the site around those natural amenities. In some of the southwest areas, that is difficult, but with this site, there are opportunities to be mindful of the natural features on the site in the site layout.

Mr. Chillog stated that per the City's Conservation Design resolution, the concept of clustering is not to reduce the density but to cluster it.

Ms. Rauch responded that the underlying intent of conservation design is to preserve natural areas and development is concentrated elsewhere. That is the reason an overall site density is considered. The developer is not penalized by preserving natural areas. The SW Area Plan provides guidance concerning planning challenges and issues within the 1,500 acres. Some of these concerns include minimizing impacts on residents, providing adequate roadway and pedestrian connections, coordinating lower density with other jurisdictions, protection of tree rows and wood lots, protection of riparian corridors, wetlands, setback and open space, parking and streets. That is the reality of what must be considered with this particular parcel. An Informal Review looks at how those considerations could be balanced with density clustered in an area that is directly adjacent to many of those challenges.

Mr. Boggs responded that the purpose of an Informal Review is for the Commission to get an initial taste of what is being proposed and for developers to get an early glimpse into the PZC's thinking. That all needs to be reviewed through the lens of the next step in the process, which is the Preliminary Development Plan, which has specific approval criteria. The purpose of planned development districts in the City of Dublin is to provide an opportunity for a mix of land uses that are not permitted within standard zoning districts, allowing a greater review of design characteristics in a collaborative/negotiated process between the developer and the City, while attempting to achieve the balance cited in the SW Area Plan.

Ms. Call inquired if an applicant would be allowed to build the permitted density, regardless of the buildable area.

Mr. Boggs responded that the density is one factor among many that determines what can be built on any site. There are easements and other site characteristics that could constrain the number of units permitted in order to meet the other zoning code requirements.

Mr. Schneier stated that a portion of the conceptual Amlin gateway is on the applicant's property. Is there an expectation that the applicant participate in some aspect of the gateway?

Ms. Holt responded that the applicant is not interested in contributing to that gateway element, so this is a potential point of disagreement. The Commission's feedback is requested on that element.

Mr. Schneier stated that he would prefer to be prescriptive, which is the Commission's primary responsibility. He inquired if the anticipation is that the Commission focus its review on the entire site tonight or just areas A and/or B. In regard to the first discussion question: "Does this approach

meet the vision of the Community Plan and the Special Area Plan,” is it necessary to respond with a yes or no, or could the response be that it depends on how the applicant balances the mutually exclusive aspects of the Community Plan, Guidelines, etc.?

Mr. Boggs responded that this a legislative process, which involves a balancing of considerations, choosing between imperfect conditions that are inherent in the legislative process.

Mr. Schneier stated that he is less comfortable with a legislative process, rather than administrative; there is inherent subjectivity to it.

Mr. Boggs responded that the Code provisions concerning the purposes and criteria for a planned district consideration are placed there by City Council to guide how the Commission approaches that consideration. They are sufficiently broad that different people could reasonably come to different conclusions. The Commission is a recommending body; City Council is the deciding body regarding legislative matters.

Mr. Schneier inquired if there is a difference between the applicant’s proposal and staff’s recommendation, and if so, if there was any reason for that difference other than financial?

Mr. Chillog responded that the reason is financial. They need a certain number of units to make development of the site work, and they believe their proposal falls within the recommended range. The purpose of the review tonight is for the developer to test the Commission’s view on the subjective components of their proposal. If they were to bring back a preliminary development plan for a 420-unit, multi-family development on area A, what would be the Commission’s reaction? They want to know that before investing additional time, money and involving a partner for the development of area A. The mid-level housing types that staff included in their staff report are not the applicant’s suggestion. They have presented a couple of development options that would achieve a workable range for them.

Aaron Underhill, 8000 Walton Parkway, New Albany, stated that the applicant began work on a site plan for this development in 2021. Up to this point, they were not aware of the need for “a middle-housing element.” It has not been part of their previous considerations. Perhaps it reflects an evolution of the City’s thinking. The middle housing product is more of an infill product. It is unusual at this time to see that type of development anywhere around central Ohio. Finding a developer who could execute that could be problematic, which is the reason Mr. Chillog has shown more traditional housing types. They are attempting to narrow the expectations for this site.

Commission Questions

Mr. Chinnock stated that a concern was raised by staff that there was no connection between subarea A and subarea B. What is the reason staff believes that it is necessary?

Ms. Holt responded that the concern relates to the lack of a vehicular connection between the two neighborhoods, so they can function together. The second concern is utilities, which often follow roads. The third concern is pedestrian and bicycle connections, which often follow road connections, as well.

Tina Wawzkiewicz, Transportation and Mobility, stated that they would prefer to have redundancy connectivity, shorter bikepath routes throughout the neighborhood and unity between the two subareas.

Mr. Chinnock inquired if there is a setback requirement off Cosgray Road.

Ms. Holt responded that there is no setback requirement along Cosgray Road.

Mr. Chinnock stated that the applicant has placed a greenspace area in front of Cosgray Road. That would seem to be a potentially buildable area that is not being utilized.

Mr. Chillog responded that the gateway element is a “chicken vs. egg” scenario. Their approach is to develop something that can stand on its own or augment a future mixed-use village. Many aspects of the SW Area Plan will not align today in the way that they were envisioned 10 years ago. If a mixed-use element were to be built in the Amlin area, it would be at the crossroads of Rings and Cosgray roads, not the northwest corner of their site where it could potentially exist alone next to large lot residential for the unforeseen future. It is not that they do not want to participate in the plan; it is that they do not believe it makes sense right now from a timing standpoint. They do not want that to be the catalyst for their residential development.

Mr. Chinnock inquired about the allocation of greenspace there.

Mr. Chillog responded that they always assumed there was a setback requirement there, and were using it for stormwater management on the site.

Mr. Way stated that the setback issue is a consideration. The SW Area Plan indicates there should be a 200-foot setback from Tuttle Crossing Blvd. Where did that 200-foot setback originate? Is it a precedent? There are other roads in Dublin, including Brand Road and Hyland-Croy Road, which have these large setbacks. Is that a Code requirement or a requirement that was established some time ago?

Ms. Rauch responded that it is not a codified requirement. The large setbacks and desired rural character of some of those roadways are reflected within the Community Plan.

Mr. Way inquired if 200 feet was an arbitrary number.

Ms. Rauch that it is not arbitrary but related to the desired roadway character.

Mr. Way stated that a 200-foot setback can feel like an open field. That is a certain character, which may be appropriate. A 100-foot setback that is heavily bermed and landscaped achieves a different character. In his view, how the setbacks are designed could present a discussion point concerning the width of the setback.

Ms. Rauch stated that if the Commission concurs on that issue, it could be part of the development text discussion, should the plan proceed to the Preliminary Development Plan stage. It would be necessary for the development text to establish that the setback width could be decreased if it were to contain certain elements concerning the roadway character.

Mr. Way noted that the set aside of conservation land in this site plan is a tremendous investment in this site. That may be a trade-off in regard to setback expectations.

Ms. Call clarified that PZC is an administrative body; it can make recommendations to the legislative body. The Community Plan, the Future Land Use Plan and the Special Area Plans were all recommended by PZC and approved by City Council. In regard to the elements of this proposal, the Commission can only make recommendations.

Ms. Rauch pointed out that Area B is where the future roadway overpass will extend. It will be a tall overpass, so the setbacks will be important. The visual impact of that overpass may not be aesthetically pleasing, so it is important to be mindful of that when considering setbacks.

Mr. Way inquired what is the density of Amlin Village, which predominantly contains single-family housing on various sizes, including some one-acre lots.

Ms. Rauch responded that staff would obtain that information.

Ms. Harter stated that, typically, consideration of railroad setbacks is based on the surrounding housing. Are these setbacks related to that?

Ms. Rauch responded that the setbacks are related to the desired roadway character and the elements within the setbacks to achieve that character, such as mounding and landscaping, to minimize the roadway impact on residential development. When previous residential developments have been located next to railroads, there were negative impacts that needed to be mitigated.

Ms. Harter inquired if it has been determined who would be responsible for maintaining the park area.

Ms. Rauch responded that consideration would be part of the next phase of the development process.

Mr. Supelak stated that the preservation of the existing tree row is uncertain. If that tree row is not part of a protected area when this site develops, he would assume the applicant would attempt to preserve the tree row to the extent possible.

Mr. Chillog responded that their desire is to be transparent. Mitigation will likely be necessary. If the trees were to be removed, they could provide something outside of the developable area that is of equal benefit. Adding some buildable zones next to the park area could be a benefit, as they can be programmed for active recreation.

Mr. Supelak stated that he understands their concern about ability to preserve the trees, but having mature trees in backyards is very desirable.

Mr. Chillog stated that identifying the right builder and product type will help inform them on what they can do with the existing tree row.

Mr. Supelak emphasized that the Commission would prefer the applicant to be flexible with this element.

Public Comments

There were no public comments.

Commission Discussion

Ms. Call requested the Commissioners to comment on the discussion questions:

- Does this approach meet the vision of the Community Plan and the Special Area Plan?
- Is the Commission supportive of the proposed site layout?
- Is the Commission supportive of the architectural inspiration offered for the development?
- Other considerations by the Commission.

Mr. Chinnock stated that this approach differs from the Community Plan and SW Area Plan's vision. In regard to the proposed site layout – it is very unique. He likes the amount of greenspace in the revised site layout. He believes the Commission can work with the applicant on the proposed density. Overall, he is supportive of the site layout. He would re-consider the proposed greenspace along Cosgray Road, which he believes could be addressed differently to be more consistent with the Community Plan. It is difficult to comment on the architectural inspiration at this time, without better understanding of the vision for the neighborhood, but he would encourage more variation in the design styles. He believes the site is unique with certain constraints, and the applicant has done a good job working with those.

Ms. Harter stated that the proposed density is consistent with the Community Plan. She is concerned about the setbacks, which are less than required. Regardless of the landscaping included to mitigate the visual impact, she believes having 200-foot setbacks will be important for the people living in the residential development; that additional width is important. She likes the preservation of the natural features, wetland and trees in the site design, and would encourage the applicant to preserve the mature tree line, which provides value in the area. Usable open space on the site will be important. She believes that the site should blend with the surrounding area and not appear to be an inconsistent insertion. In regard to the proposed architecture – along with the consideration of townhomes and stackable flats, it is important to address vehicle parking needs. She would encourage the use of quality building materials with longevity and the incorporation of “home-like” elements in the architectural design, such as usable balconies. Finally, she believes adding pedestrian and bikepath connections, adding identity to the proposed residential development, and minimizing its impact on the existing residential areas will be important.

Mr. Way stated that the manner in which the site layout has evolved is sympathetic to the conservation design approach, which is appropriate for this site. In an earlier iteration, the Tuttle Crossing Blvd. right-of-way (ROW) straddled the property line; now, the proposed site assumes the full burden of that ROW. However, accommodating the ROWs and the conservation design preservation of the natural features (wetlands and woodlands) on the site leaves two buildable areas. The Community Plan and SW Area Plan envisioned the uses, north to south. The Plan envisioned low density next to the existing Amlin district; next to that, slightly greater density (1-2 du/acre); and a higher density of 5 du/acre concentrated along Tuttle Crossing Blvd. -- unfortunately, the applicant does not own that parcel. South of Tuttle Crossing Blvd., the Plan envisions the density lowering to 1.5 du/acre. He is not supportive of the proposed density of this site design. From the very beginning of the discussions about this site, he has believed the northern area (Area A) should be an extension of the existing village. The development should be village-like, walkable, with front doors not garage doors. Previously, the applicant appeared to be working toward that goal. He believes that potential remains with this parcel. A village-like development would not need to be spread out in the same manner as the existing lots and buildings along Rings Road. It could be middle housing with smaller units built closer together along alleyways. Following the Community Plan’s vision and thinking of this transition site in terms of density, he believes that the residential development in the northern half of the site should be lower density and village-like, even from an architectural standpoint. There are a cross section of homes in Amlin, including newer homes and an area of older homes near the railroad tracks. The homes in the older section have a unique quality on which he would encourage the applicant to expand. The proposed roadway connection from Rings Road would reinforce that type of development in Parcel A. To the south of the site is the City of Columbus residential development comprised of housing units with rear-loaded garages and alleys, a very dense development. It would seem that Parcel B in the southern portion of the site could be more dense than the type of single-family homes proposed. He is not opposed to single-family houses built with an alley system with the homes fronting Tuttle Crossing Blvd. He would not mind a mix of houses in Parcel B, perhaps single-family detached and attached. There is an urban vibe to what the applicant has proposed for Parcel A, but the site feels as though it should be more rural; the proposed building theme should be consistent with that.

Mr. Supelak stated that the proposed park area is attractive, but it will be important to have access from Tuttle Crossing. Trails to the woods are proposed, but it would be nice to have trails through the woods. He agrees with Mr. Way’s thoughts regarding Area B. In Area A, a density of 13-26 du/acre is proposed. Avery Road, which is one street over from Cosgray Road, extends into Hilliard,

where there are several massive hotel monoliths rising out of the ground with limited landscaping. They are located adjacent to a field; at present, they seem out-of-place, stark and in poor taste. He is concerned that the proposed development in Parcel A would have a similar appearance. The density that is shown in the Community Plan next to the Amlin area would encourage the village-like character encouraged by Mr. Way. It may be that the City needs to communicate how the development character should meet and mesh with the surrounding area. The existing development he pointed out further south on Avery Road involves no meeting or meshing; they are simply monoliths rising from the ground, plopped into a field. He believes the setbacks should be consistent with the intended roadway character. It is important to consider the roadway character intent of the Amlin intersection. He is not convinced a village-like development needs to exist throughout the entirety of Area A. If done tastefully, the density of the housing units could increase closer to the park. However, he believes that the proposed 13 du/acre would be a problem; it would result in something closer to the monolithic block, which is disagreeable. The residential development must include sensitivity toward adjacent areas both on the Cosgray Road side and Amlin Village to the north.

Mr. Schneier stated that he is supportive of the proposal in regard to the items referenced in the first 3 discussion questions. His concern is the density issue. To the east of Area A is the rear section of the Ballantrae condominium development, which is quite dense; to the west are manufactured homes. The density of nearby Amlin Village is much less dense. Depending on which direction one looks, differing densities can be argued. He could be supportive of the proposed density if it did not have an urban feel. The architectural images provided appear monolithic. If they could propose a similar density without it looking out of place, he could be supportive. The Commission is supportive of unique designs, and in this case, it should be a unique site plan that acknowledges the urban versus rural dichotomy. His support for this level of density would be conditioned on the residential development looking as though it fits within the surrounding area and is spectacular.

Ms. Call stated that this parcel is challenging. It has a railroad, two major roadways, wetlands, a riparian corridor, a tree row, and is subject to the zoning specified in the Community Plan and the Special Area Plan. The issue is in how to apply all the applications and a specific Code to a single parcel. Tonight is an Informal Review; however, we do not want the applicant to select and build out the entire buildable area in one housing type. What she would prefer to see in the next step is a balance of housing, a mix of housing. She is not opposed to density. She believes the Corazon development, including the 55+ area, is a reflection of a dense development done well. It does not "feel" that it has the density that it has because it is balanced with the open space, which is nonbuildable land. She would encourage a mix of housing here, transitioning between a higher vertical housing type in one area and housing types of lower height next to adjacent neighborhoods, the gateway area in the north. She would encourage a site design that capitalizes on the site's amazing assets but does not require the remaining area to compensate with the highest allowable density. With an Informal Review, no decision is made. She asked the applicant if they had received the feedback needed.

Steve Schottenstein, Schottenstein Homes LLC, 140 Mill Street – Suite A, Gahanna, stated that previously they submitted a development proposal to PZC that contained four housing types, including two different townhouses, front-loaded single-family homes and rear-loaded empty nester homes. That proposal received no traction, so they abandoned it and started over with two different product lines. He is confused and seeks some clarification.

Ms. Call stated that product type and application are two different issues. The housing type was not the issue; it was the application on this large site. It is important that this large parcel abide by the Community Plan, the SW Area Plan and meet the needs of a growing community. The Commission did not object to any of the proposed housing types; it is willing to consider them all. It is the manner in which they are applied on the parcel and the way in which they integrate with the adjacent community.

Mr. Schottenstein responded that their previous submittal contained different product types mixed into different areas on the site. On the south end, there were empty-nester units and townhouse. The north end of the site contained single-family homes and townhouses, front-loaded and rear-loaded.

They abandoned that site design and created a site plan with a park, a second entrance from Rings Road and two housing products. He requests direction.

Ms. Call stated that the Commission has expressed significant concerns on a couple of issues. She inquired if staff would be willing to provide the applicant examples of previous applications on parcels of similar size and zoning that were approved by the Commission and City Council.

Ms. Rauch responded that staff could share some examples. She believes the Commission's concern is about how the proposed development is applied to the site. The concern is not just providing a mix of housing types, but the overall neighborhood character created. Staff will identify some previous applications with comments and recommendations that addressed the same concerns.

Ms. Call invited the Assistant Law Director to provide further comment.

Mr. Boggs stated that he has no further recommendation. Working with staff in an attempt to identify examples of developments that have worked in the past is a good idea. The next step would be submission of a Preliminary Development Plan for the Commission's consideration.

Ms. Call thanked the applicant for his time and effort invested in the proposed development. The Commission encourages them to work with staff, discover some ideas and, hopefully, collaboratively come up with a proposal that would be a wonderful addition to the City of Dublin.

- **Case #24-019ADMO – Envision Dublin Update**

Update on the Community Plan, a vital policy document that guides development growth and infrastructure expansion based on the City's strategic objectives and the community's shared vision for the future.

Staff Presentation

Ms. Rauch provided an overview of the Envision Dublin Community Plan update, summarizing the progress since the last update in August 2023 and sharing next steps in the process leading up the public adoption process by the end of Q2 2024. She noted that two PZC members, Mr. Way and Ms. Call, serve on the Community Plan steering committee, but the entire Commission will be involved in the Plan review and recommendation to City Council.

The Community Plan is the City's vision for the future, a decision-making guide, a basis for policy and zoning, yet is flexible and adaptive. It is not a zoning ordinance or the only planning tool used

by the City. An update of the Community Plan typically occurs every 7 to 10 years. This Community Plan update was started in late 2022 and will be completed in 2024. The Community Plan:

- Provides a platform for public involvement in shaping our community's future;
- Provides a road map for the community to achieve long-term goals;
- Enables the City to plan now to identify and protect future opportunities;
- Helps the City make smart investments of public resources and ensure fiscal health and sustainability;
- Is a guide to ensure consistency in decision-making;
- Is coordinated with local and regional initiatives.

The Community Plan Update occurs in collaboration with other City planning initiatives, including:

- the Dublin Area Housing Study, Parks and Recreation Master Plan, Economic Development Strategic Plan Update, Sustainability Framework Plan and Metro Center Implementation Plan.
- The update involves coordination of the consultants working on the Mobility and Thoroughfare Plan, Utility Modeling and Fiscal Modeling.

This Community Plan Update is being led by a Steering Committee, a 20-member committee representative group, which:

- Provides input on issues and opportunities within the City;
- Acts as a sounding board for the Dublin community;
- Attends open house and adoption meetings to show support;
- Provides feedback throughout the planning process;
- Reviews key Plan elements;
- Provides a public face for the planning process and demonstrates the commitment of the City to seek meaningful input.

The Public Engagement component includes a community-wide survey; a website and map.social; public meetings; open house events and input session; and community events. The planning area includes the City of Dublin, planning area boundaries and County boundaries, all of which are intertwined.

The Key Focus Areas are:

- Land use and development – regional growth pressure, infill, redevelopment and reinvestment, character of established neighborhoods, walkable places and distinct community character, and Housing and Neighborhoods – changing demographics and housing needs, housing attainability and strong neighborhoods.
- Fiscal health – fiscal sustainability, changing economic trends, future of work, regional economy.
- Community facilities and services – parks and greenspace as core community identity, Historic District, school capacity.
- Natural resources and environment – environmental stewardship and importance of sustainability.

The Special Area Plans are updated, as well. The Special Area Plans provide an illustrative framework to guide development; foster a sense of place and establish community identity in key locations; outline detailed analysis and recommendations for specific geographical areas; there are 6 Special Area Plans within the City.

The Thoroughfare Plan is also updated, which crafts the goals and objectives for the transportation network; maps and plans existing and planned roadways; identifies future right-of-ways; enables long-range phasing of improvements.

The Thoroughfare Plan's key focus areas for Transportation and Mobility include:

- Transportation and Mobility – additional mobility options, walkability, transportation network growth, and streetscape aesthetics;
- Mobility Plan – 1st mobility plan included in the Community Plan; includes all modes of transportation, seamless transitions; establishes mobility principles and sets policy; maps and plans existing planned mobility facilities.
- Utilities and Infrastructure capacity and coordination and residential and employer demand for Dublin.

Jeannie Willis, Transportation and Mobility, reported on the Transportation and Mobility discussion to date. The transportation agenda includes a transportation paradigm shift for the City, an updated Mobility Plan, updated Thoroughfare Plan and performance measures. The old transportation paradigm is auto-centric, prioritizes vehicle transportation, attempts to provide good vehicular levels of service, yet larger roadways are under-utilized most of the day. The Speed Management Program and Mobility Plan recently approved addresses the residents' desire for safer streets, slower traffic and more mobility options. The Steering Committee ranked the transportation priorities in the following proposed hierarchy: pedestrians, bicycles, public transit, private autos, rideshare and freight.

Ms. Willis compared the current Thoroughfare Plan with the proposed thoroughfare changes, including existing, committed and future roadway links. Vehicular performance measures with the traditional/previous Thoroughfare Plan were measured in regard to vehicle delay and level of service. The analysis focused on low delays and peak periods, which has generally resulted in streets that accommodate peak volumes but have excess capacity for many other periods of the day and intersections with long crosswalks due to the number of vehicular lanes. That will still be important in key corridors near interchanges.

Ms. Willis shared that with the new paradigm, performance indicators would be based on placing vulnerable road users first; use of a maximum demand-to-capacity measure; setting a desired maximum corridor or intersection size. The new performance measures will be focused on a more balanced system, slower, safer travel speeds and smaller, safer and more comfortable intersections. With the proposed changes, motorists may wait longer during the peak hours of the day or change their transportation mode, trip time, or choose a different route. Performance indicators for the new paradigm focus on:

- Pedestrian and bicyclist safety by having narrower roadway widths and crossing distances; reducing number of potential conflicts; slowed vehicle speeds.
- Steering committee recommendations: use maximum demand-to-capacity; analysis of single-lane roundabout, narrower travel lanes, separated active transportation facilities on collector and arterial roads.

Paul Hammersmith, Director of Engineering, provided an overview of City public water and sanitary sewer utilities. He reviewed the jurisdictional service boundaries, served and unserved areas, as well as City sanitary sewersheds and water pressure districts. He provided an overview of known public sanitary sewer capacity limitations as well as a status update on public water and sanitary

sewer capacity analysis efforts. The City of Columbus provides water and sanitary sewer service to the City of Dublin through service agreements. For approximately 210 acres in the northeastern portion of the City of Dublin, the sanitary sewer service is provided by Delaware County. He pointed out that because the City of Dublin's expansion service area to the northwest is outside current corporation limits, there is an overlap in service area with the City of Marysville. The City of Dublin area contains the following sewersheds: Cosgray, Cramer North, Cramer South, Deer Run, Hayden Run, Llewellyn Farms South, North Fork Indian Run, Riverside and South Fork Indian Run. Through previous analysis, the City of Dublin is aware of the following capacity limitations of the public sanitary sewer collection system. The sanitary sewer is at capacity, or exceeding capacity in some locations and under existing conditions within the Deer Run and North Fork Indian Run sewersheds. The City of Dublin has invested millions of dollars in constructing capital improvement projects to alleviate these capacity limitations, and mitigation of these deficiencies is ongoing. There is also limited capacity under existing conditions within the South Fork Indian Run sewershed. The City of Dublin has EMH&T and MS consultants on board to perform public water and sanitary sewer capacity analysis. The analysis includes a comparison between capacity needed per the Business As Usual and Draft Land Use Plan. MS consultants is performing sanitary sewer capacity analysis for South Fork Indian Run; EMH&T is performing sanitary sewer capacity analysis for the other six sanitary sewersheds, as well as all four pressure districts. In some areas, infrastructure may need to be improved to accommodate desired growth. In other instances, land use recommendations may need to change to minimize such impacts. Mr. Hammersmith stated that the City of Dublin would continue to coordinate the Draft Land Use Plan and capacity analysis with the City of Columbus, whose approval is required for any capacity increases, per our water and sanitary service agreements.

Commission Questions/Discussion

Commissioners inquired about the timing of the Community Plan update and the Metro Center Implementation Plan.

Ms. Rauch responded that the Metro Center Implementation is a parallel project underway. Mr. Will will be providing a more in-depth update at the March 7 Commission meeting.

Commission members noted that a significant paradigm shift is being recommended in regard to Transportation. Community members will continue to use their vehicles.

Staff responded that to achieve the change, shared use paths will be wider and pedestrian crossings at roundabouts would be segmented to avoid crossing 4 lanes of traffic at once.

The Commission expressed appreciation for the update.

Ms. Rauch stated that additional Community Plan updates will be provided to the Commission at future meetings prior to the formal adoption process. If desired, additional minor work sessions could include only a couple of Commission members at a time to ask questions and gain better understanding of the proposed changes.

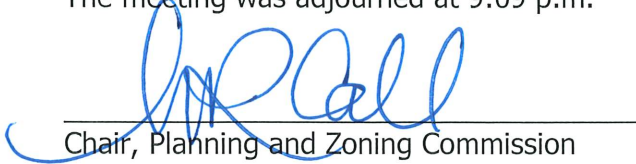
COMMUNICATIONS

- Commission members were reminded of the need to contact staff to be registered for the upcoming 2024 APA (American Planning Association) Conference in Minneapolis, April 13-16.
- Commission members were reminded of the need to complete their annual cybersecurity training, which is due February 22.

- The next regular PZC meeting is scheduled for Thursday, March 7, 2024.

ADJOURNMENT

The meeting was adjourned at 9:09 p.m.



Chair, Planning and Zoning Commission



Assistant Clerk of Council