



# MEETING MINUTES

## Planning & Zoning Commission

Thursday, June 20, 2024

### CALL TO ORDER

Chair Call called the meeting to order at 6:30 p.m. in Council Chamber and welcomed everyone to the June 20, 2024 Planning and Zoning Commission meeting. She stated that the meeting also could be accessed at the City's website. Public comments on the cases were welcome from meeting attendees and from those viewing at the City's website.

### PLEDGE OF ALLEGIANCE

Ms. Call led the Pledge of Allegiance.

### ROLL CALL

Commission members present: Rebecca Call, Jamey Chinnock, Kim Way, Kathy Harter, Jason Deschler, Gary Alexander

Commission members absent: Dan Garvin

Staff members present: Jennifer Rauch, Bassem Bitar, Thaddeus Boggs, Daniel Klein, Tina Wawszkiewicz

### CHANGE TO AGENDA ORDER

Ms. Call stated that the agenda order would be revised to move Case 24-055INF – Townes on Tuttle, to be heard second on the agenda.

### ACCEPTANCE OF DOCUMENTS

Mr. Way moved, Ms. Harter seconded acceptance of the documents into the record and approval of the May 23, 2024 meeting minutes.

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

[Motion carried 4-0 with 2 abstentions]

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

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

Ms. Call stated that there was one item, Case 24-075CU – Round Table, scheduled on the Consent Agenda and inquired if any Commission members wished to move the case to the regular agenda for discussion.

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

## **CONSENT AGENDA**

- **Case 24-075CU – Round Table, 6185 Shamrock Court**

A request to allow an Entertainment and Recreation use in an existing tenant space. The 10.89-acre site is zoned TF, Technology Flex and is located approximately 510 feet southwest of the intersection of Shier Rings Road and Shamrock Court.

Mr. Way moved, Ms. Harter seconded approval of the Conditional Use with no conditions.

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

[Motion carried 6-0]

- **Case 24-055INF – Townes on Tuttle**

Informal review and feedback of a development consisting of 126 attached single-family units and associated site improvements. The 21.8-acre site is zoned R-1, Restricted Suburban Residential District and is located southwest of the intersection of Tuttle Crossing Boulevard and Hirth Road.

## **Applicant Presentation**

Aaron Underhill, Underhill & Hodge, 8000 Walton Parkway, New Albany indicated that he is the attorney representative for MI Homes of Central Ohio. They are present this evening to solicit the Commission's feedback on a proposal for a development of 125 attached townhome units to be located on the west side of Hirth Drive, south of Tuttle Crossing Blvd. The site is surrounded on two sides by City of Columbus properties; the other adjacent properties lie within the City of Dublin. To the north is a gas station, to the east are apartments, to the southeast are the rear of retail buildings. He has been contacted about this site by potential developers many times the past several years. MI Homes has been very successful in Dublin. They have a new townhome product that has been successful in other locations in central Ohio that they would like to bring to Dublin. To the north lies property that is intended to be developed with commercial along its Tuttle Road frontage by the property owner and partner. Although it is anticipated that mixed-use will be developed in this area, MI Homes does not do commercial development. The 2023 Housing Study completed by the City recommended a mix of housing unit types for the City, and they believe a townhome product would fit well here. It would add higher density in a transitional area, given what lies around it. The pending Community Plan Update recommends medium-density residential in this area. The MI Homes proposal is for 5.8 dwelling units (du)/acre. The proposed plan preserves 46% of the site as greenspace or treed areas and preserves the small stream that runs east-west through the site. The plan also includes a community dog park, open to the general public. There will be open space and a pond entry feature off Hirth Road. They anticipate adding connectivity to the open spaces, including a pedestrian walkway into the preserved tree area. The plan would provide 4.3 parking spaces per du., which is 1.4 parking spaces per bedroom. There also will be a guest parking area on the western portion of the site that will provide 38 parking spaces. The dwelling units will be comprised of high-quality building materials, such as hardiplank,

stone and brick. The garages will be forward-facing, which is standard for townhome projects. Because this site is in one of the southern-most points of the City, it presents the opportunity to add a missing housing product in the community. They anticipate the homes will fall within the \$400,000-\$450,000 price point, a lower price point than the Pulte project in the Bridge Park area. The streets are proposed to be private, which is typically a concern in the City; however, there will be a forced/funded homeowner association, which will have adequate funds to maintain the streets. He showed images of a successful, existing MI Homes townhome product that is located outside the New Albany area. Offsite, there will be limited visibility of the development, which will be located next to retail and the apartments to the east.

### **Staff Presentation**

Mr. Hounshell stated that this is an Informal Review, an optional first step of the development review process. This is the first time this proposal has come before the Commission. No determination is required tonight. The goal is for the Commission to provide feedback to the applicant, so they are better informed for moving forward with the project. Should they continue, the next step would be the Concept Plan for a Planned Unit Development (PUD). The combined +/-21.8-acre site is zoned R-1, Restricted Suburban Residential District, and is located southwest of the intersection of Tuttle Crossing Boulevard and Hirth Road. The site is currently undeveloped and features a row of existing trees along the southern parcel line, and a densely forested area along the north edge of the site, which the applicant intends to preserve. The site also features a Stream Protection Zone that provides a buffer for an existing ditch through the northern portion of the site. The site has approximately 475 feet of frontage along Hirth Road. Properties to the east and west of the site are located within the City of Columbus. Currently, a portion of the site is used for agriculture.

Mr. Hounshell stated that the City is completing the final stages of its Community Plan Update. The Community Plan is a key policy document adopted by City Council to guide decision-making for the future of Dublin's natural and built environments. When a rezoning is under consideration, it is important to consider the Community Plan recommendations. The Community Plan includes Future Land Use recommendations, Special Area Plans, and the Thoroughfare Plan. Details that are contemplated within the Community Plan include the appropriate location, density and intensity of residential and commercial uses; the general alignment, character and connectivity of roadways; and the general recommendations for parks and open space. In the Community Plan's Future Land Use Plan, this site is shown as a Mixed-Use Neighborhood. It is tied with the property to the north, also Mixed-Use Neighborhood. The mixed-use development is intended to provide neighborhood services to the existing and future residential developments in the area. The typical uses here are commercial with single-family and multi-family as supporting uses. The Southwest Area Plan recommends that the existing trees and vegetation on the site should be preserved on the north and south sides of the property and that the tree stands should be integrated into the open spaces with any development of the site. The development on this site should be primarily residential with a mix of traditional single-family homes and townhomes. The stream should be used as a primary open space feature.

Mr. Hounshell stated that the proposal is for 126 single-family attached units, which results in a density of 5.8 du/acre. The plan includes 10 acres of open space, 8 acres of which would be comprised of the site vegetation and stream corridor on the north side of the property. The plan also includes private streets. He showed elevations of an existing project in New Albany. A similar

project type is proposed here. Staff has provided the following questions to guide the Commission's discussion:

- 1) Is the Commission supportive of a rezoning for the proposed attached single-family residential development?
- 2) Is the Commission supportive of the proposed layout of the site?
- 3) Is the Commission supportive of the conceptual massing and architecture of the residential buildings?

### **Commission Questions for Staff and Applicant**

Mr. Chinnock inquired the future plans for the property to the northeast of the site. How were the future plans for that area considered in developing this proposal?

Andy Gottesman, M/I Homes, 4131 Worth Avenue, Columbus stated that the seller owns the entire site. As the Future Land Use Plan changes and Tuttle Crossing connects, the owner's intent is to have one or more commercial users monetize the opportunity in a meaningful way. He has no additional knowledge regarding the owner's negotiations.

Mr. Chinnock inquired if MI Homes is involved in those future plans.

Mr. Gottesman responded that they are not. However, they have provided a shared-use path along the Hirth Road frontage to provide connectivity to that future potential development. They also are providing a large sewer extension with a manhole on the southeast corner of the remainder property for a future user.

Mr. Chinnock inquired the level of density of the vegetation in the greenspace. Would it be considered usable greenspace?

Mr. Gottesman responded that it is thick. It is not usable greenspace, unless a pathway or some form of activation is added.

Mr. Chinnock stated that quite a few units are proposed and the site has limited access. Are they concerned about the volume of traffic entering or exiting the development at Hirth Road?

Mr. Gottesman responded that they have taken steps to alleviate that by providing a boulevard entrance.

Ms. Rauch responded that if the project proceeds to a Preliminary Development Plan, a Traffic Impact Study (TIS), utility and stormwater studies will be done to be sure all requirements can be met.

Mr. Chinnock noted that he likes the idea of a community dog park, but it will be tucked too far back for the public to take advantage of it. Could they pull it forward or make it more accessible to the general public?

Mr. Gottesman responded that they could look into that. However, there also are two dog parks at Glacier Ridge Metro Park and Darree Park. They believe the selected site is the correct location, as there will be ample parking available there.

Mr. Way inquired the role of the open spaces, such as the wooded area. They have mentioned a potential walking trail.

Mr. Gottesman responded that he was hoping to obtain the Commission's input on the open space areas. Currently, they are proposing a path around the pond at the front, and they would add

some benches. There will also be a shared use path along Hirth Road and sidewalks on the interior of the community.

Mr. Underhill stated that they have heard recommendations for preserving and integrating the wooded area. They are interested in learning if the Commission would have any objections to modifying it.

Ms. Call inquired if they anticipated the entire open space area to be passive open space, or if they envisioned programming some activation into the area.

Mr. Underhill responded that they envision it as a passive open space area with, potentially, a trail or path.

Mr. Gottesman stated that there is a 150-foot stream corridor protection zone that would need to be accommodated; however, paths are a permitted use within the stream protection zone (SPZ).

Mr. Way inquired if there are any restrictions to providing access in the wooded area, such as a bridge across the drainage area. Is it the developer's choice as to how they might activate that?

Mr. Hounshell responded that staff would work with any development of the area including the stream protection corridor. There are specific requirements to protect the space, but activation is not prohibited.

Mr. Way stated that there is another open space at the front of the site. Are there any intentions for that space?

Mr. Gottesman responded that it is open space that will be mowed and serve as a nice entry feature for the subdivision.

Mr. Way noted that he believes more than a couple of benches would be required to claim credit for activation of the open space.

Mr. Way inquired if the space that runs north-south between the units would be front or back yards.

Mr. Gottesman indicated that they would be backyards. There are small patios included with each of the units.

Mr. Way inquired if they were fenced patios or cement pads only.

Mr. Gottesman responded that there would be arborvitae screening between each of the units.

Mr. Alexander inquired the reason that the plan is symmetrical.

Mr. Gottesman responded that it is due to the natural features that limit the site.

Mr. Alexander noted that the natural features are very different on the two sides. He stated that several green spaces are blocked in and not linked to the primary greenspace.

Mr. Alexander stated that he assumes the anticipated commercial development will occur along Tuttle Crossing, and this would be subordinate to the residential development.

Mr. Hounshell responded affirmatively.

Mr. Harter inquired about the potential maintenance costs of a dog park for which the HOA would be responsible. Would it involve regular or fake grass?

Mr. Gottesman responded that they anticipate it would be astroturf, which can survive year-round. With 126 units, the cost per homeowner would be negligible.

Ms. Harter inquired if that would involve a maintenance service.

Mr. Gottesman responded affirmatively.

Mr. Deschler inquired if the Community Plan recommends a density for this area.

Ms. Rauch responded that the recommendation is Mixed Residential, which is typically 3 – 12 units. That is a wide range, but sites can be very different in regard to their features. The preferred density would be determined by the desired character.

Mr. Deschler inquired if the expectation is that the residents of this development would be subject to visitors from outside their community using this dog park.

Mr. Gottesman responded affirmatively. They would have no objection to making it private but assumed that would not be the Commission's preference.

Mr. Deschler stated that a public dog park could work if there were additional access points. If he were to purchase a unit near the dog park, he would not want the public driving through the area immediately adjacent to his home. He inquired if some of the guest parking spaces would be located in the park area and some in the northern portion of the site.

Mr. Gottesman responded affirmatively; there also will be a few at the front of the subdivision on the west side of the pond.

Mr. Deschler inquired who would own the open spaces. Would it involve a shared ownership?

Mr. Gottesman responded that the homeowners association (HOA) would maintain it, but the City likely would own the open spaces.

Mr. Hounshell responded that, typically, HOAs maintain the open spaces, while the City owns the reserve areas within neighborhoods.

Mr. Deschler stated that the documents can be structured so that the HOA owns the land.

Ms. Rauch responded that those details are worked out with the rezoning/Preliminary Development Plan stage. The development text created will establish the required open space acreage, intended uses, ownership and maintenance responsibilities. If the intent is that the acreage be counted toward the open space requirements, typically, the City is the owner. The maintenance costs would be borne by the HOA. Those details would be worked out with the rezoning.

Ms. Call stated that should either party wish to change the nature of the open space, there is a process for doing so.

Ms. Rauch responded that it typically is platted on the Preliminary and Final Plats. The same ownership language is included on the plats that would match what is in the development text.

Mr. Deschler inquired if the patios would be the same for every unit, or if there would be ability to have variation.

Mr. Gottesman responded that MI would install a standard 10 ft. x 12 ft. concrete pad. If the homeowner wished to add something more or additional, that would be within their purview. The arborvitaes are between the units, not behind the units.

Ms. Call requested staff to describe the City's public street standards for a neighborhood such as this.

Mr. Hounshell responded that, typically, the profile is 50 feet of right-of-way with a 26-foot-width street, street lawn and sidewalks on both sides of the street.

## **Public Comment**

Robert Abruzzi, 5197 Red Oak Lane, Dublin, stated that in 2013, the residents worked with Dublin on the Southwest Area Plan, which addressed a north of their community. That original concept of the Southwest Area Plan has changed drastically. Originally, it was R1 or R2 uses with a logical

step down from 1-acre lots, to 1/2-acre lots, to condominiums. Hirth Road connected to Tuttle Crossing Blvd., and a roundabout was indicated near the Extended Stay Suites site. Currently, a traffic hazard exists there. Drivers must make U-turns; school buses and the Fire Department have issues there. A greenspace/park was intended at the corner of Hirth Road and Tuttle Crossing Blvd., as that is an entrance into Dublin from Columbus. Instead, there are condominiums in the area, and a mega dense condominium development now is proposed. Did anyone look at the Southwest Area Plan when they were designing this proposal? His biggest concern is the level of traffic entering Hirth Road with only one entrance, and the density has doubled. That road cannot support that volume of traffic. He noted that the absence of a traffic light makes it difficult for drivers. There is too great of a gap between the proposed density of 5.8 du/acre and the R1 of the original Southwest Area Plan.

Jay Taylor, 5579 Old Dublin Woods Drive, Dublin, stated that his is one of the 19 homes at the south end of Hirth Road. He is president of the HOA for those 19 homes. Today, it is a challenge for those homeowners to exit their neighborhood, and the traffic situation continues to worsen. Their entrance lies in front of the WalMart. They are unable to exit their neighborhood and turn north to access Dublin today. The increased traffic from all the development south of their subdivision, Riggins Road into Hilliard, and no connection to I-270 at Davidson Road or Hayden Run, is now coming north. [He described the difficulty for drivers to go north into Dublin.] The intent to extend Tuttle Crossing to Avery Road will worsen the traffic situation. The roundabout planned on Tuttle Crossing was to be their way out of their neighborhood; without it, the situation is challenging. The proposed MI property sits right in the way of that roundabout. The majority of the homeowners on his street must travel west on Tuttle Crossing Blvd., then make a U-turn just past NTB Tire to travel east on Tuttle Crossing Blvd. Although the 19 property owners recognize there will be development, this proposal is not the right fit for this area. The residents should not need to drive into Hilliard to find a turn to travel back northward nor drive into Columbus to find a place to turn and go into Dublin.

[Public Comment received via email preceding the meeting]

Jennifer Forson

"I am unable to attend the meeting Thursday where the following case will be reviewed: Case 24-055 – Informal Review – PIDs: 273-005395 & 273-005397. I was hoping to provide my thoughts via email. Understanding the desire to expand housing in Dublin, I am very concerned about the entrance to this development being off of Hirth Rd. and not Tuttle Parkway. The amount of traffic that will have to turn in and out of Hirth, where there is no traffic light, is not going to be safe. It would be much better to put a roundabout on Tuttle with an entrance to the townhome development. Furthermore, that would help with the speeding and drag racing currently happening on Tuttle between Wilcox and Britton Pkwy. The number of townhomes being proposed is really large. Ideally, the design would incorporate more green space, walking trails, etc. which would make the area much more desirable for families. Thanks for considering my concerns."

### **Commission Discussion**

Ms. Call invited Commission members to respond to the discussion questions provided.

Mr. Way stated that he is supportive of the development of the site. Something of a little higher density makes sense. However, he is not supportive of the layout. He refers to the comments that the residents just shared. The draft Special Area Plan that is emerging does suggest a public road through the site. The applicant is treating the site as an island, but it needs to fit into the overall

plan. He would encourage the applicant to consider that aspect as they develop the plan. As presented, this is almost like one large cul-de-sac. The Special Area Plan views the site as part of a bigger development with roadway access that runs along it. He supports the density, but the applicant is attempting to place too many units on the available land; the result is a very rigid plan. The plan does not attempt to relate to the wonderful open space that this development should take advantage of, but instead, is essentially turning its back on the open space. That open space should be very permeable. The open space within the development should be integrated with the housing. He noted that he measured the road length on the south side of the site; it is a straight, 1/4 mile length. That is a potentially deadly environment in which to live. That road length encourages speeding through the neighborhood, a situation we should be taking steps to avoid. The backyard open spaces do not appear to be contributing to the overall open space strategy. He would encourage them to make the development less dense, less orthogonal and fixed in a grid, and to slow down the traffic in the development, create a safer environment and engage with the larger open space. Another issue is that along the 1/4-mile stretch of roadway, there will be repetitive garage doors. The units need to be rearranged so there is not one long wall of garage doors. He would encourage the applicant to be deliberate about the smaller open spaces – what they are and how they contribute to the development and placemaking. They should look at ways to create life in the very rigid environment.

Ms. Harter stated that she is not supportive of the rezoning of this site. The density is too great. The view of repetitive garage doors as opposed to front doors is less welcoming. There would appear to be a potential traffic issue at the entrance to the development. She encourages the developer to take time to talk with the existing neighbors and attempt to understand areas of concern.

Mr. Chinnock stated that he is supportive of the rezoning, although the proposed density is much too dense. The plan feels very generic, not at all creative. It feels as though the plan has been done many times in many places and is just being “popped” into another site without considering the area or access to the area. In regard to the greenspace, he would encourage the applicant to propose a bridge, trail or something to activate the space. The site has many challenges, but the applicant can do better than what has been proposed. At this point, the architecture is fine. Before addressing it further, we need to figure out the site layout.

Mr. Alexander stated that he is not supportive of any departure from the Special Area Plan that is being adopted; that plan recommends a road, which would relieve some of the concerns. The proposed plan is monotonous. The two sides of the street look the same, and the buildings are monotonous. The applicant mentioned townhouses on John Shields Parkway. The traditional townhouse evolved from a row house, which has a garage in the back. With that, there is the potential for true front doors and street parking. In summary, the site plan and architecture are monotonous, and the garages dictate the neighborhood’s appearance. A different building design and site plan are needed.

Mr. Deschler stated that he is not supportive of the proposed site plan. A public road and a different access point are needed. He will not comment much on the architecture at this point, other than to suggest a different appearance for the primary elevation is needed, as well as better defined open space areas and integration of guest parking spaces. There is opportunity here to do something more unique than what has been presented.



Ms. Call stated that looking at the area comprehensively, there is some work needed on this plan. Although MI Homes is proposing the residential component of the mixed use anticipated here, there may be opportunity to look at a development text for a Master Plan for the entire parcel. MI Homes could develop the residential component, and a commercial or retail developer could develop the corner piece. Comprehensively, we could look at opportunities to plan and activate the open space; bring amenities to the residents and the City as a whole; and address traffic and safety concerns. The Commission is also challenged to look at the public realm. The City wants to protect its green spaces and the wild life, but also have it be usable; it wants to encourage walkability. Private roadways in developments are an issue. Because they are not built to the same standards as public roads, the City cannot later assume responsibility for them. She inquired if the applicant needed further clarification from the Commission.

Mr. Underhill responded that they appreciate the comprehensive comments offered.

- **Case #24-073CP – Bright Road Reserve**

A Concept Plan review and feedback for 20 single-family estate lots and associated site improvements. The 13.94-acre site is zoned R-1, Restricted Suburban Residential District and is located north of the intersection of Grandee Cliffs Drive and Bright Road.

### **Applicant Presentation**

Bill Adams, 8824 Dunsinane Drive, Dublin stated that he has been a resident of Dublin for 30+ years, and his children graduated from Jerome High School. His real estate career began in Dublin with Jim Pickett, who had an office in Metro Center. He has completed numerous projects throughout Dublin. Specifically, in east Dublin, He was VP of Development for Dublin Village Center and Campden Lakes, working with his father, Howard Adams. He stated that the development team consists of Brian Kinzelman, MKSK, Planner and Landscape Architect; Joe Aleno, President, Corinthian Builders; Tom Warner, Advanced Civil Design; and Brian Kent Jones, residential architecture consultant.

Brian Kinzelman, 462 S. Ludlow Street, Columbus stated that he and Mr. Adams have been looking at this site for 3-4 years. It is tailor made for the proposal they will show to the Commission tonight. It is a beautiful site with challenges, but its natural features are wonderful. It is within a beautiful neighborhood on a beautiful street that has very little traffic now that Bright Road does not go all the way to Riverside Drive. It is a prime time to fit some beautiful residential development into a beautiful neighborhood. The Billingsley Run woodlot is on the east side of the site, and the West Wood lies on the west. The West Wood receives drainage from the residential development to the north. In the center of the site, there was once a single-family home, which recently was demolished. A swimming pool and garage remain on the site, as well as the driveway that led back to the home site. The development will be placed in the center portion of the site, preserving the two wooded areas and the perimeter greenspace. They have done a tree study, and the perimeter tree stand is of high quality; the middle trees less so. The trees along Billingsley Run are magnificent. They are in the floodway, the stream corridor protection zone, so will be preserved. They were attracted to the site due to its natural features, the rural landscape of the surrounding neighborhood, and the culture and history of Dublin next door to the site. The latter includes the Mound Builders Park (Ferris-Wright Park) to the south, the riverfront to the west, and a short walk away, Bridge Park. The site is very well positioned in terms of what Dublin has to offer. The Bright Road street character is beautiful and quiet, once past the roundabout, as there is no through

traffic. The quality of life they anticipate will be spectacular. They anticipate having only 20 lots on this 14-acre site. The homes will be \$1.5 - \$2 million single-family homes, all developed in one phase with public roadways and utilities. The architecture will be controlled. Corinthian Fine Homes will develop the entire site with custom homes, themed as the Hamlet in the Park. Each home will have some distinct character but a commonality of materials and architectural forms and shapes. All of the homes will face the street with very well-tailored outdoor space, proverbial indoor-outdoor living with dining terraces, probably some swimming pools, spas and gazebos. They are big lots but are clustered. The home lots have frontages of 90-120 feet and lot depths of 110-140 feet. This is a Concept Plan, so much more design work is anticipated. The perimeter trees will be preserved. They do not anticipate this being a gated community or an encased community. It will be part of the neighborhood, not exclusive of it, but will preserve everyone's privacy. Part of the West Wood will be used for stormwater management. They will extend the drainage from the subdivision to the north through the backyards of the anticipated homes, perhaps moving it through conduits to the Bright Road storm sewers. The central court of the development is an intentional greenspace; it is not a wide cul de sac. Stormwater management may be included in that center court, perhaps in a showcased manner. There are two watersheds on this site. The east court may be used for stormwater management, as well, with porous pavement and subsurface lines. There will be a gateway entrance at Bright Road, and they will incorporate an intimate streetscape with sidewalk on one side only. The development will have such low density, that they prefer to have greenspace on one side. That is not a cost issue, but a character issue. The greenspace along the frontage will be large fir trees augmented with under-story plant materials. They will also infill plants on the north property line, where there are gaps.

### **Staff Presentation**

Mr. Bitar stated that this is a Concept Plan, so at this point, only nonbinding feedback is requested, no decision. If the plan moves forward, there will be a Traffic Impact Study (TIS) and stormwater and utility studies. The next step is a Rezoning and Preliminary Development Plan, which is then followed by a Final Development Plan. Mr. Kinzelman explained the site well, so he would not spend time on that, other than to say that it is located within the Suburban Rural Residential Land Use designation, according to the current Community Plan. It is within the Residential, Low Density Future Land Use designation within the new Envision Dublin Community Plan that is now in the adoption process. Both plans are generally similar with one-acre lots clustered to preserve greenspace. The proposal will require a rezoning to a Planned Unit Development (PUD) that includes 20 single-family lots on the 14-acre site, 1.4 du/acre. The entry drive will be in the same location as the existing driveway, which is in line with the street to the south. The entry drive will curve, allowing for natural views. There is a focal point with Lot 7 that may need to be addressed. The main entry drive would have a 50-ft. right-of way; the rest of the drive would be 40 feet, with sidewalk on one side of the drive. The preserves will be along the floodplain; Billingsley Run lies on the east side and the West Woods on the west side. The development is eligible for the Conservation Design Resolution. It also would need to follow the Neighborhood Design Guidelines. Both documents provide guidance on open space preservation. They do not completely align, so they will be looking for the solution that makes the most sense moving forward. For instance, the center court technically does not meet the requirements for the Conservation Design Resolution, so it will be looked at comprehensively. Similarly, the stormwater detention would result in the removal of some of the tree canopy, but the Neighborhood Design Guidelines do allow for stormwater within those conservation areas, as long as they are amenitized. The lot sizes will be 90-100 ft. x 110-140 ft. deep, so are smaller than the lots in the surrounding neighborhoods; most

of those lots were developed some time ago in a more rural setting. The applicant is proposing buffers along the site perimeter and Bright Road. The building materials are traditional – brick, stone and cementitious siding. Each home lot will be different, but there will be a unified theme. The application mentioned thin brick, so that will be a future discussion point. Staff has provided the following questions to guide the Commission's discussion:

- 1) Is the Commission supportive of the proposed use, densities, and lot types?
- 2) Is the Commission supportive of the proposed open space framework?
- 3) Is the Commission supportive of the proposed layout?
- 4) Is the Commission supportive of the proposed neighborhood theme and architectural inspiration?
- 5) Other considerations?

### **Commission Questions**

Mr. Way requested additional description of the stormwater detention proposed in the West Woods area.

Mr. Kinzelman responded that this area is the low end of the site, currently where the stormwater runs. They have inventoried the wood lot, and the arborist indicates only 27% if the existing trees are classified as good; the remainder are fair or poor. They believe they should be able to implement some stormwater management there. Both of the greenspaces on the site will be intentional, public park space, incorporating soft surface trails connecting to the sidewalk and street system. There will be 3 green easements, which will provide access to the greenspace without need to walk through backyards.

Mr. Way inquired if the area would include intentional stormwater retention areas.

Mr. Kinzelman responded affirmatively. They would like to incorporate a sunken basin that is landscaped, not a wet detention basin full of water. It will be a usable open space, which could include some casual seating areas. They do not intend to fence any of the site, not even the frontage.

Mr. Way inquired if the center court would incorporate a roundabout drive or if it could have a road on only one side.

Mr. Kinzelman responded that he believes that could be possible. This is the Concept Plan stage, so the roadways will be developed further. Their intent is to have intentional, manicured open space to serve as the central focus of the community. In the outer areas, there would be naturalized open spaces. The contrast between the two would be outstanding.

Mr. Way noted that it could be improved by having less concrete or asphalt.

Mr. Kinzelman responded that they would be having those conversations with Engineering. They are aware the street standards are being re-visited. They agree that more green is better than more gray. He is hopeful the center court will be curb-less. It is preferable that it be more like a parkway than a large cul-de-sac.

Mr. Way requested clarification of the intent for stormwater detention in the center court.

Mr. Kinzelman responded that the east court will have porous pavement; stormwater also may be captured in subterranean facilities. This is a smaller watershed than the larger one to the west. He will defer to Engineering on the matter. However, both drainage channels end up in the same place.

Mr. Way stated that they have indicated the perimeter trees are nice and in good condition. Is the landscape buffer intended to protect the drip line of those trees or more?

Mr. Kinzelman responded affirmatively. The property owner planted most of the trees in the clearing and certainly on the perimeter to provide a level of privacy. Now, what started as shrub are 20-ft. tall trees. The Spruce trees along the frontage have limbed themselves up over the years, and the tree stands need to be both trimmed and augmented.

Ms. Harter stated if the detention area will be usable greenspace, would the grasses be coarse and a less friendly play area.

Mr. Kinzelman responded that he does not believe the area will be manicured but will be low-lying native grasses.

Ms. Harter inquired if the sidewalk will be on only one side of the interior roadway, it would be wider than the typical sidewalk.

Mr. Kinzelman stated that they would defer to Engineering. If more sidewalk is indicated, they will install it.

Ms. Harter inquired if the garages would be 3-car and side-loaded.

Mr. Kinzelman responded that most of the garages would be side-loaded. There are different ways of orienting buildings on the outside corner lots. They will be 2-car garages, perhaps with an auxiliary third car bay or a cabana area for a pool, outdoor kitchen or gazebo.

Ms. Harter inquired if the homes would have individualized landscaping, a type of green architecture.

Mr. Kinzelman responded that there would be architectural and site design guidelines. Corinthian Homes will build each of the homes, so there will be tight architectural and landscape controls. The front yards are important, but the private space to the rear of the homes will be homeowner-determined. Some homeowners will want pools; others will want large dining terraces. Due to the topography, there may be some basement walkout opportunities.

Mr. Alexander stated that the architect's rendering indicates some of the home footprints will extend deep into the rear-yard setback. It looks like some of the traditional rear-yard recreation space is being sacrificed to have more frontage.

Mr. Kinzelman responded that they have discussed that point, and are contemplating decreasing the front yard setback to bring the home footprints up to the street frontage to alter that sense of scale. That would provide more backyard space. He may need to alter the roadway system to create more backyard areas. He believes the future homeowners will be primarily empty nesters, dual-income, more interested in entertainment space than mown lawn areas.

Mr. Alexander noted that this is a different site condition that is being proposed than the traditional neighborhood. He likes the wider lot widths. The garage need can be solved in different ways.

Mr. Chinnock stated that a bikepath is indicated in the Billingsley Run area. It would seem to be a missed opportunity not to connect it to Hopewell Elementary School. Was that intentional?

Mr. Kinzelman responded that there will be a soft-surface trail along the frontage and through all the greenspaces. At this juncture, they are not proposing any paved bike trail along the frontage of Bright Road, as there is no connection point.

Mr. Chinnock agreed that there would be no need to provide a connection from the soft-surface trail. On the West Wood side, there is a similar trail that dead-ends at Bright Road.

Mr. Kinzelman responded that they want to get the soft-surface trail down to Bright Road. Right across the street is a park, which would be a great amenity for the future residents of this development. The neighbors would also be able to pass through this development, as well as potential users of the West Wood park area. He will defer to Engineering on the potential need for a crosswalk.

Mr. Deschler inquired if the central court would be a mowed area or include some stormwater management.

Mr. Kinzelman responded that in the Concept Stage, that is not yet determined, but he believes it may include stormwater management. If so, it will be the proverbial sunken garden, a low fescue grass area that could fill up with water after a thunderstorm.

Mr. Deschler inquired if due to the topography, it would not be possible to have the large central court area be a manicured area.

Mr. Kinzelman responded that it might be possible, if they can locate all of the stormwater management in the West Wood area, the low portion of the site. If that occurs, stormwater management would not need to be incorporated in the central court area. For maintenance purposes, it would be easier to have all of the stormwater facilities in one place versus two.

Mr. Deschler stated that he concurs with Mr. Alexander's observance about the limited rear yard space. It is preferable to avoid the need for homeowners to obtain variances later to add rear yard structures.

Mr. Kinzelman concurred.

Mr. Deschler noted that staff has indicated 14 home sites would be the preferred number on this site, rather than the 20 home sites currently proposed. Why does the applicant believe 20 home lots would be no issue?

Mr. Kinzelman responded that the proposed lots are estate size. Their preference is to properly size the lots to the homes that will be placed upon them, and then to consolidate as much open space and preserve as much greenspace as possible. They would need to address specifically only the center court area. Finally, for the development to be economically feasible, they need to have a few more home sites on the site than the current zoning permits.

Ms. Call inquired if the applicant had considered how they would treat Lot #7 at the terminus of the street entry.

Mr. Kinzelman responded that he anticipates a key piece of architecture. They may pull the east-west road on the north side down somewhat and create more movement along the east-west roadway. The terminus piece may contain a landscape feature, such as a Dublinesque low stone wall. It is a great lot, and more thought will go into that element.

## **Public Comment**

John Rahm, 4273 Hanna Hills Drive, Dublin stated that he lives directly behind this project. He has polled some of his neighbors. The biggest concern they have is that there are 7 homes extended across the back of the site in a straight line with a 20-ft. setback. The current condition he and his neighbors have is very nice with the Scioto Park, Thaddeus Kosciuszko Park, etc. They are nicely isolated. The developer is proposing to construct a row of houses across the back of the site. In Riverside Woods, a section of that development has only 2 homes within 30 feet of the Hanna Hills properties. Everything else extends at obtuse angles to the sides. They are asking that the applicant consider placing smaller lots at the front and larger lots at the back in order to provide

more greenspace between the properties.

Randy Roth, 6987 Grandee Cliffs Drive, Dublin stated that he is vice president of the East Dublin Civic Association and is representing his neighborhood. The civic association was founded in 1987 as an umbrella organization to represent all of the residential neighborhoods east of the river that are within the City of Dublin. He would like to thank Mr. Adams and the property owner for meeting with the civic association officers several times and the entire membership last month. They have kept them informed throughout, and they have been open to listening to the neighbors' concerns. As some of the older residents, they were excited to hear that Mr. Adams was interested in this property, because they worked with his father, Howard Adams, in creating Campden Lakes several years ago. The one concern of the neighbors, which they have shared with Mr. Adams, is the landscaping along the existing homes in the north. The neighbors to the south are very happy with the landscaping plan and restoration of the fence along Bright Road. The previous owners of this site built a lovely home, but it sadly was destroyed in a fire. Other than the original use, what is proposed is a nice use of the property, recognizing that much of the site is undevelopable. Turning those undevelopable areas into an amenity for these anticipated residents, but also for the entire neighborhood, is generous. They defer to the developer and staff's experience on the architecture, road design and the best lot configuration to address the concerns on the north side. He has seen much enthusiasm for this project.

Ms. Call noted that additional public comments were received before the meeting and provided to the Commission. [Commission members confirmed that they had read the public comments.]

### **Commission Discussion**

Mr. Chinnock stated that he believes this is a very nice use of the site. The developers have come up with a very attractive plan. Although some details need to be worked through with staff, it sounds as though they are very willing to do so. The Commission appreciates their meeting with the neighborhood. The applicant has done a very good job creating a plan that will fit the site in a way that respects the conditions. The greenspace is great. His only comment is that while the inspirational architecture is beautiful, he wants to make sure it blends with the surrounding area. He understands the economics that drive the need for 20 lots, and the applicant's vision makes sense of the space.

Mr. Deschler stated that he is supportive of the proposed use and the proposed building materials. He understands the stormwater management challenges but believes it would be nice if the center court open space were not used for water detention purposes. If it is part of the design, however, he appreciates that it will be hidden by trees. He would recommend efforts be made to alleviate the straight row of houses along the north perimeter. Perhaps if some of those homes can have walkout levels, it would add some variation to the look.

Mr. Alexander stated that he is very supportive, even enthused about the plan. He would have enjoyed looking at more design details tonight. The landscape presentation was very impressive. He is supportive of most of what has been proposed. He is less concerned about the architecture matching the surrounding community, because these lots are quite a distance from the existing homes, which were built at a different time. The market is different today, and the architecture of the homes should reflect the time period in which they are built. Creating continuity within the proposed community is more valuable than making linkages to homes that are significant distances

away. The image provided is often used to show communities with shared public space. There is a concern expressed that the center public space be less about stormwater management and more about usable public space. This will be one of the most important components of the project. The architecture should be subordinate to the design of the space. Essentially, that is occurring with the landscape, as well. He likes the proposed theme for the architecture.

Mr. Way stated that this is a very exciting proposal, a great example of the City's Conservation Design Guidelines implemented. This is one of the first developments that has come before the Commission that addresses those guidelines. It takes advantage of a site that is calling out for it. He applauds the applicant for a proposal that is responsive to the sensitive nature of the site. It is attempting to create something unique here through clustering the residential, as opposed to spreading it out. The center greenspace is a valuable piece of this design. He agrees that if it gets taken over by stormwater management, it could go the wrong way. Earlier, he made the observation that if they could eliminate the roadway on one side, they could create more greenspace. He would encourage them to explore that opportunity. The neighbors expressed their concern tonight about the north edge of the site. He would encourage them to preserve those trees and ensure sufficient setback not to impede those efforts. The neighbors have expressed a desire to see more trees and more buffer added to the plan. He is hopeful that the applicant will meet with the neighbors and work out something that will meet that intent. He heard positive comments from the neighbors about the development in general. He believes if the buffer is the only contention, there is opportunity to work that out. He realizes that there are evergreens along Bright Road. Bright Road is about buildings fronting to it. He would hope that as they look at the design of the buildings on the lots, including the garages, that the homes will appear to be fronting Bright Road, not disengaging from it. He believes pulling the buildings to the street and creating an urban design feel to the development could be spectacular.

Ms. Harter stated that she is supportive of the proposal, as well. She appreciates that the applicant has met with the East Dublin Civic Association. She would encourage them to keep the green treed look along Bright Road, even the brown fencing. She appreciates the applicant's efforts to use landscaping with the architecture to create outdoor living areas. The landscaping surprise is a positive element.

Ms. Call stated that Dublin is patient. Residents in the Bright Road area have seen applications that were not what was wanted in this particular area. She appreciates seeing an application that is more of what we want in this particular area. She echoes the neighbors' comments about lot size. While economics are not a consideration of the Planning and Zoning Commission, they are the developer's reality. She would recommend the developer look for opportunity for lot deletion in the center section (Lots 17-20) and across the back section when they are pulling the lots forward. This is a beautiful project – not what we see every day. The Commission appreciates that! She inquired if there is additional clarification the applicant is seeking.

Mr. Kinzelman responded that they appreciate the great comments, all of which are taken under advisement.

Ms. Call noted that a vote is taken on some Concept Plans.

Mr. Boggs responded that votes are taken only on Concept Plans within the Bridge Street District.

Ms. Call stated that tonight's comments were informal feedback. The Commission looks forward to a future Preliminary Development Plan/Rezoning application for this parcel.

[Mr. Alexander recused himself for the next case.]

- **Case #24-054FDP – Lightbridge Academy**

A request for review and approval of a daycare with associated site improvements. The 1.68-acre site is zoned PUD, Planned Unit Development District, The Corners, and is located approximately 270 feet west of the intersection of Frantz Road and Blazer Parkway.

### **Applicant Presentation**

Paul Ghidotti, 185 South Riverview Street, Dublin stated that it has been 3 months since the Informal Review of this case on March 7, 2024. At the previous view, the Commission gave clear direction on a number of items. Commissioners thought the building materials were too dark, and the west elevation of the daycare did not have the same level of fenestration as the south elevation. They recommended that the Blazer Road frontage be enhanced, even though it is not the main entry, and expressed concern about the dead-end aspect of the parking lot configuration. Carter Bean is the architect for the entire Corners development; EMH&T is the civil engineer. His firm became involved in response to an RFP that the City sent out in 2018 for the 11 acres left from the former Cardinal Health parking lot to the west. The pond had been moved from the road frontage back to the west. The directive received was to follow the Dublin Community Plan and the Dublin Corporate Area Plan (DCAP) update in 2018. That updated plan suggested retail for the area and other ancillary services that would support both neighborhood office and the existing neighborhood residential. The DCAP laid out almost exactly their plan with one major exception: the DCAP contemplated 3-story walk-up residential to the rear. During the design process, the City encouraged the elimination of those apartments, which they did. Although they spent 2.5 years in almost weekly meetings with the Economic Development, Engineering and Planning staff, an error was made in the development texts for the various subareas. This daycare is in Subarea B3. They failed to pull forward the Suburban Office (SO) part of the zoning into this subarea. At the Informal Review in March, there was discussion that the development text would need to be modified to permit daycare in this subarea. A daycare use is a very obvious support for office and residential in close proximity. It was an inadvertent omission from the text. Lightbridge Academy is a large, national daycare operator, from here to the east coast. Lightbridge has identified a husband and wife team who will be operators of the Lightbridge facility at the Corners.

### **Staff Presentation**

Mr. Hounshell stated that this is a Final Development Plan (FDP), so a determination will be made tonight. The 1.68-acre site is zoned PUD, Planned Unit Development District, The Corners. The proposed facility is located specifically within Subarea B3. The site currently is vacant; a drive aisle that extends from the north provides access to the site. At their March 7 meeting, the Commission provided the following feedback:

- Were generally supportive of the daycare use but requested it be limited to this site;
- Raised concerns about the proximity of the building's outdoor play area to the nearby park and pond.
- Recommended breaking up the scale and size of the building.
- Recommended placing more emphasis on the Blazer Parkway façade.
- Recommended an alternative, brighter color for the building.
- Recommended reconfiguring the internal drive aisles to eliminate dead ends.



The daycare building will be the only building constructed within Subarea B3, and the proposed text modification is specific to this subarea. Currently, the development text permits only administrative, business and professional office uses, as listed in the SO district. However, daycare is currently listed as a permitted use in the SO district, so this text would incorporate the same uses currently listed in SO. There are use specific requirements that address play equipment, fencing, safety and screening of any outdoor amenity space. Staff has reviewed the criteria for text modifications and determined that it meets the criteria. The proposed site plan is generally consistent with what was shown in March. The dead-end parking bay has been removed and replaced with parking spaces shared with the shopping center. The building is 12,571 SF with 6,492 SF of outdoor recreation space, located southwest of the building. The lot coverage is calculated based on the entirety of the development in Subarea B, not just this lot, and that comes out to 51.7%. All setback requirements are met with this proposal. Staff is requesting that the small stub provided for a sidewalk that deadends into a parking space be removed, as there is no need for it. The size of the building exceeds what Code permits, but the Code provides the Commission the ability to approve a larger building. The application meets the parking requirements. A condition for approval is recommended that the play area fence be a maximum of 4 feet. An additional condition addresses the site circulation for the fire department.

To address the Commission's previous comments, the applicant has made the following updates to their development plan:

- Modified the parking area to eliminate dead-end parking bays;
- Updated the massing of the building to break up the appearance of the building;
- Updated the material selections for the building to lighten its color scheme;
- Improved the screening and landscaping along the outdoor recreation area.

The applicant is proposing 2 building-mounted signs: a wall sign on the north façade facing Blazer Parkway and a projecting sign on the south façade adjacent to the main entrance. The development text includes a Sign Regulation and Guidelines Document, which operates as a Master Sign Plan. Signs that meet these requirements are permitted to proceed directly to Building Standards and do not require PZC approval. The proposed signs meet the requirements except for the height of the projecting sign. The bottom of projecting signs is required to be a minimum of 8 feet above the sidewalk to avoid potential conflicts with pedestrians. The applicant is proposing the projecting sign at a height of 7 feet from the finished grade. However, the sign will be installed adjacent to the entrance and not in conflict with a sidewalk. Staff is supportive of the height change given this lack of conflict and the fact that the sign is appropriately positioned on the building.

There are 2 Minor Text Modifications. One is to permit the use and the other is the parking requirements. Staff is supportive of the proposed text modifications. Staff has reviewed the FDP against the applicable criteria and recommends approval with 5 conditions.

### **Commission Questions**

Ms. Harter inquired if the applicant has addressed the safety concerns raised at the previous hearing regarding the proximity of the daycare play area to the adjacent park and pond. If so, have any modifications been made? Have they reached out to the Washington Township Fire Department and inquired if there are safety options?

Mr. Hounshell responded that the Fire Department's concerns are based on accessibility of the site to a fire truck. The requirements for the outdoor recreation area are consistent throughout the entire City. The applicant is meeting those requirements.

Mr. Chinnock inquired if the HVAC unit screening is opaque screening.

Carter Bean, architect, Bean Architects, 4400 N. High Street, Columbus, stated that the screening is primarily but not entirely opaque. They are mimicking the cross rail fence that is being used at the north and south corners of the building, but also infilling it with some vertical boards with limited space between for air flow.

Mr. Chinnock stated that the building color previously was very dark, and Commissioners recommended a brighter color be used for the daycare. However, it has been replaced with a very blue color. Is this color used elsewhere in the development?

Mr. Bean stated that when they designed the first 3 buildings, followed later by a 4<sup>th</sup> building, there was a concern expressed about everything being a monotone color. There were suggestions to differentiate the first 3 buildings with various colors. Their response at the time was that they would bring in additional color with future development, which is what they are doing now. The color renderings provided to the Commission are not quite accurate. The color is actually a rich blue color.

Mr. Chinnock noted that the dumpster enclosure is located very close to the entry. Has this already been addressed?

Mr. Hounshell responded affirmatively.

Mr. Bean stated that they are happy with the dumpster location, as it is separated a distance from the City's park.

Mr. Deschler requested clarification of the building square footage concerns.

Mr. Hounshell responded that the development text provides maximum building footprint sizes. For this specific subarea, 12,000 SF is the maximum building footprint. However, the Planning Commission can approve a larger building. Typically, there is a reason for doing so. The proposed square footage exceeds the maximum by 571 SF.

Ms. Call noted that per the earlier conversation, the solution was to make the mass look like two separate buildings with a stepdown between.

Mr. Deschler inquired if it is a typical requirement with daycares that the parent check in the child, regardless of their age.

Mr. Bean responded affirmatively.

Mr. Deschler inquired if the only entry to the daycare is the one from the parking lot.

Mr. Bean responded affirmatively.

Mr. Deschler inquired if there was any concern that people would park on the road and run their children in.

Mr. Bean responded that staff has indicated that they did not like the redundant sidewalk on the east edge that is parallel with the access drive. However, they would like to retain that walk because those spaces south of the handicapped parking spaces and the spaces that run along the north edge of the parking lot are designated as the pick-up/drop-off spaces. The daycare would like parents to unload their children and immediately access a sidewalk and navigate to the front door front via those 2 paths, rather than walk through the drive aisles of the parking lot.

Mr. Deschler stated that the goal is not to have people park on the street, nor have parents struggle walking in more than one child through the center parking lot, if the drop-off spaces are filled. There probably aren't any other solutions, however, due to the design of the area.

Ms. Call inquired the intent for the sidewalk stub that staff referred to as deleted.

Mr. Bean responded that the intent was to provide some paved access between the parking lot and the park.

Ms. Call stated that there are 4 trees in the corners. Are they anticipating pushing snow into one of the parking stalls or up to one of the trees?

Mr. Ghidotti stated that he does not know the answer to that question at this time.

Mr. Bean stated that they tried to maximize the parking while meeting all Code requirements. They are pushing some of the parking into a shared situation to reduce the number onsite. From an operational standpoint, they are still in excess of what the daycare needs. There should be plenty of unparked area into which to push the snow.

Mr. Ghidotti stated that this is a lease. They will own this building as well as the retail buildings to the south. There will be one snow removal company handling all 11 acres. He would presume the snow would be pushed to an appropriate area.

Mr. Deschler stated that there is a bike rack there. How do they foresee that being used?

Mr. Bean stated that it is a Code requirement. However, it could accommodate a daycare staff member who lives nearby and wants to bike to work.

Mr. Way stated that the island in the parking lot appears wide enough to handle a row of evergreen shrubs. Is there a reason there is no landscaping in the island?

Mr. Bean responded that if no plantings are shown on the plan, they certainly can be added. It is intended to be greenspace and can provide some screening of the vehicles. In regard to the landscaping, he would like to request that the stipulation of 4 feet for the fence be increased. There has been a level of discussion at the first hearing and tonight, as well, regarding the security of the children in the outdoor play area. Concern was expressed that a child could scale the fence and wander down to the pond. Typically, Lightbridge Academy facilities have fences 6 feet in height. Other daycares that he has worked with typically use fences 5 feet in height. He would request a 6-ft. fence. If the Commission is not comfortable with that, he would request a 5-ft. fence. 4 feet is not a comfortable height here.

Mr. Way stated that he has expressed his concerns about this fence previously. He would be supportive of a 6-ft. fence.

Ms. Call requested staff to explain the Code requirements and the exceptions that would be necessary to allow a 6-ft. fence.

Mr. Hounshell responded that because this is in a planned district, that is something that can be conditioned and added. 4 feet is the standard fence height throughout the City, but there are some places, such as Bridge Street, where taller fences are permitted in some locations. It is dependent on the location and situation. If the Commission would like to change that condition, that would be acceptable.

Ms. Call inquired examples of where a 6-ft. fence height has been permitted by the Commission.

In response to Mr. Way's inquiry about pool fences, Ms. Call indicated that, typically, 4-foot fences are required around pools. The Dublin North Pool has a 6-foot fence.

Ms. Rauch stated that she would look for examples of fence height increases.

Mr. Chinnock stated that he would be supportive of a 5-ft. fence height.

## Public Comment

There were no public comments.

## Commission Discussion

Consensus of the Commission was that they were supportive of the proposed text modifications and of approval of the FDP with the proposed conditions.

Ms. Call stated that she would recommend retaining the sidewalk stub but would shift it down to the corner where the tree is located, providing a curvilinear extension up to the path. The applicant could work with staff on the appropriate placement for that connection from the parking lot to the park.

Ms. Call inquired if Ms. Rauch had identified other daycare locations where a fence height greater than 4 feet was permitted.

Ms. Rauch responded that she has not found any at this point in her review, but is certain that accommodations have been made, depending on the circumstances. If the Commission is comfortable with a greater fence height, that would be within the Commission's purview to approve.

Mr. Boggs stated that the Code specifies a fence height of 4 feet. However, this particular development text states that fences are to be complementary to the architectural character; they do not call out height specifically. Therefore, the fence height can be identified by a condition to the FDP approval, rather than requiring a text modification for the height.

Mr. Way and Ms. Harter expressed support for a 6-ft. fence height, deferring to the daycare operator experience. Mr. Chinnock, Ms. Call and Mr. Deschler were supportive of a 5-ft. fence height.

Condition #3 was modified to a 5-ft. fence height.

Commissioners reviewed the modified conditions.

Mr. Way moved, Mr. Deschler seconded approval of the following text modifications:

- 1) To modify the Corners development text under Item 2. Permitted Uses, Section B, Subarea B3 – Permitted Uses, to permit a child and adult daycare center, based on the requirements listed in Code §153.026(A)(6),
- 2) To modify the Corners development text under Item 5. Parking and Loading, B – Minimum Number of Parking Spaces, to require for a child and adult daycare center – 1 parking space per teacher + 1 parking space per 6 students.

Vote: Ms. Call, yes; Mr. Deschler, yes; Mr. Chinnock, yes; Ms. Harter, yes; Mr. Way, yes.  
[Motion carried 5-0]

Mr. Way moved, Mr. Chinnock seconded approval of the Final Development Plan with 6 conditions:

- 1) The applicant work with staff to modify the southern sidewalk stub location, subject to staff approval;
- 2) The applicant continue to work with Planning staff and the Washington Township Fire Department to provide appropriate access to the site, subject to staff approval;
- 3) The applicant provide a fence detail to staff up to 5 feet in height;
- 4) The applicant update the color selections of the play equipment to be compatible with the building, subject to staff approval; and,

- 5) The applicant continue to work with staff to ensure compliance with the lighting code, subject to staff approval.
- 6) The applicant work with staff to provide additional landscape screening in the central parking lot island, subject to staff approval.

Vote: Ms. Harter, yes; Mr. Chinnock, yes; Mr. Way, yes; Mr. Deschler, yes; Ms. Call, yes.  
[Motion carried 5-0.]

- **Case #24-069CP – The Farms at Cosgray**

A Concept Plan review and feedback for 52 detached single-family lots and associated site improvements. The approximately 30.6-acre site is zoned R, Rural District and is located west of the intersection of Cosgray Road and Barronsmore Way.

### **Applicant Presentation**

Todd Ferris, Ferris Planning and Design, 4876 Cemetery Road, Hilliard, stated there was an Informal Review of this project earlier this year [January 2024]. This parcel is 100 acres and is bisected by the railroad with 30 acres on the east side and 70 acres on the west. The feedback received in that Informal Review was that residential made sense on the east side; on the west side, it did not. Although this project is caught between the City's old and new Community Plans, they have moved forward on the portion east of the railroad track. The owner, Kiran Basireddy, will be developing the west acreage in a later phase consistent with the vision of the City's new Community Plan. The proposal submitted tonight is generally the same as presented to the Commission at the previous review, taking into account the feedback received. Although the site plan is not significantly different, they have reduced the number of units to 51 plus the existing home on the site, which is in relatively good shape. The existing house fronts on Cosgray Road. There are some architecture issues to address, and they will find the right solution to do so. The sample building products shown in the meeting materials are examples of Fischer Homes' (the builder) products, but they will be working through more detailed architecture in the future to be aligned with the City's guidelines. The Commission will notice that some of the lots are larger than the 55-ft. lot width proposed previously. In addition to some 55-ft lots, there will be some 75-ft. lots. The builder will be able to incorporate side-loaded garages on the 75-ft. lots. While the 55-ft. patio homes would be catered to homeowners age 55-up, the others will accommodate a mix of homebuyers. The open space remains the same with a 200-ft. setback along the railroad track that will provide a buffer. The open space will have a community pathway, a pond and casual seating for the development. There will be an entry feature at the main entrance on Cosgray Road, across from the Ballantrae neighborhood. The setbacks are set up to be similar to Ballantrae. The intent is a conservation design site plan, providing a significant amount of open space on the site, approximately 46%. Other than on the one central street where the homes back up to each other, the other homes will have access to the open space. They believe the proposed, single-family sites will blend well with the existing Ballantrae development and provide a better transition site than a TF - Tech Flex warehouse use.

### **Staff Presentation**

Mr. Hounshell stated that Mr. Ferris explained the site plan and proposed architecture well, so he will provide information on the background information and the Community Plan. This is the second time this project has been before the Commission. In January 2024, the Planning and

Zoning Commission provided an Informal Review and nonbinding feedback for a development plan on this site. Nonbinding feedback also is provided for Concept Plans in this area. The previous development proposal included 153 single-family detached units on +/- 100 acres, located on both sides of the CSX Railroad. Following the discussion with the Planning and Zoning Commission (PZC), the applicant limited the proposal to the 30.6 acres located between Cosgray Road and the railroad, which is zoned R-Rural. Ballantrae is located immediately to the east. The site use currently is agriculture with some tree stands and mature vegetation along the site's perimeter and the railroad. When the case was previously heard, the City was working on the Community Plan Update and did not have an updated Special Area Plan. At this point, the draft Community Plan is being reviewed by City Council. That plan provides updates to both the Future Land Use Plan and the Special Area Plans. The second reading and adoption of the Community Plan is anticipated on July 1, 2024. If approved, it would be effective August 1, 2024. Because only Informal Reviews and Concept Plans for this project have been reviewed by the Commission, no determinations have been made. Any future rezoning and Preliminary Development Plan would be subject to the updated Community Plan. What the new Plan shows for Future Land Use for this site is Flex-Innovation uses. That is a change from the previous Future Land Use Plan, which indicated Mixed Residential-Rural Transition. The uses on this site will move from anticipated residential to office, research and development and clean manufacturing. They met with Mr. Ferris and his team a couple of months ago and explained the anticipated direction. At the earlier Informal Review, the Commission was supportive of residential use on the east portion of the site, and the applicant is proposing 51 new single-family lots and retention of the existing home on an approximately 30.6-acre parcel. The lots are proposed for patio homes, with approximately 14 acres of open space and pedestrian pathways through the development. The site layout retains the previously proposed 2 access points off Cosgray Road.

Staff has provided the following questions to guide the Commission's discussion:

- 1) Is the Commission supportive of the proposed residential use that would not align with the upcoming Future Land Use Plan change?
- 2) If the Commission is supportive of the residential use, is the Commission supportive of the proposed layout of the site?
- 3) If the Commission is supportive of the residential use, is the Commission supportive of the architectural inspiration for the development?
- 4) Any additional considerations by the Commission.

### **Commission Questions**

Mr. Deschler inquired if the proposed lots with a 25-ft. setback would have any ability to develop the backyard space.

Mr. Ferris responded affirmatively. The lot depth is 120 feet. The minimum building setback in the rear yard would be 25 feet, but the building footprints do not extend to that point, so there would be remaining space to use. By comparison, the lot depth was 110 feet for the Bright Road development reviewed earlier in this meeting by the Commission.

Mr. Deschler responded that he probably heard the Commission's comments about the need to move up the homes on those lots. If this Concept Plan were to proceed, he would be concerned about the limited development ability of these backyards due to setback and the lot sizes. In that case, future homebuyers would need to be made aware that they may not be able to develop their backyards without receiving a Code variance.

Mr. Ferris responded that the only area with limited ability would be in the center section, where there would be some back-to-back home lots. There would be less issue for the home lots that abut open space.

Mr. Deschler noted that the setback requirements remain the same. He requested Mr. Hounshell to comment.

Mr. Hounshell responded that the City's Neighborhood Design Guidelines were created last year and were intended to address the development of a lot, including the buildable area for the homes and buildable areas for accessory structures – patios, pools, etc. Should this plan move forward, that would be considered in the development text. Those guidelines were a result of some developments where there had not been sufficient space for accessory structures. In the future, developers will be required to provide a study of that element with proposals.

### **Public Comment**

Ms. Rauch stated that the following online public comment regarding this case was received this evening:

Ladonna Smith, 6692 Roundstone Loop, The Lakes at Ballantrae Condominiums, Dublin. She states that her comments are related to this application (Farms at Cosgray) and the next application (Cosgray Commons).

- "1. Please confirm what school district this development (Farms at Cosgray) resides in (Hilliard or Dublin Schools)? One member of your team stated Dublin Schools at your January 4 informal review hearing.
2. I wanted to express concern about the residential development so close to railroad tracks (Farms at Cosgray), as you also stated at the January 4 hearing. The loud train whistle that blows 10-12 times per day would not be a huge selling point for any potential buyers. Perhaps if crossing gates could be installed, the loud train whistle would stop?
3. I have concerns about all of these developments along Cosgray Road; I also see an Amtrak facility in this area in the future City planning."

Ms. Rauch responded to the first question that this proposal would lie within the Hilliard School District.

Ms. Call noted that during the recent 18-month Envision Dublin Community Plan Update stakeholder meetings, school representatives were involved.

### **Commission Discussion**

Mr. Chinnock stated that although the proposed version is an improvement over the first, it still contains a very gridded row of home lots. It is a generic layout, and the Commission would like to see something more creative. He anticipates other applications on sites where the Future Land Use has changed. The Commission will need to determine how best to handle these applications to pivot yet remain respectful of all the work that applicants have invested in a site.

Ms. Harter stated that at this point, she is not supportive of the proposed residential use on the site. It is not aligned with the Future Land Use Plan, and she has concerns with the adjacent railroad condition.

Mr. Way stated that developments are currently subject to the Interim Land Use Principles. As the staff report indicates, Principle #6 indicates that the uses on sites along freeways and railways should be economic development versus residential. In addition to the Envision Dublin Community Plan Update, that particular Interim Land Use Principle provides strong direction for this proposed

development. At its last meeting, the Commission recommended City Council approval of the Community Plan Update, which designates this site as Flex-Innovation use. It would be difficult to support this use, because it is not aligned with the Community Plan's anticipated direction.

Mr. Alexander stated that he has been in the applicant's situation previously and sympathizes. However, as a member of the Commission, he is compelled to make decisions in the best interest of the community. Commission members believe that the proposed Community Plan Update is in the best interests of the community. At this point, the Commission has viewed only a conceptual plan for this site. He believes the Commission must give the new Community Plan a chance; therefore, unfortunately, he cannot support the proposed use.

Mr. Deschler stated that based on the anticipated adoption and implementation of the Community Plan Update, he also, unfortunately, is unable to support the proposal.

Ms. Call reiterated fellow Commissioners' comments. The City re-evaluates and updates its Community Plan every decade. This Plan has been in that process for 18 months with public meetings and the participation of many stakeholders. The Community Plan Future Land Use for this site has changed. The Plan sees more value in having an innovation/lab type of use next to a railroad versus a residential use. She believes there is significant opportunity for the owner of this property to develop this site accordingly. It would be good for the property owner, the City and would be complementary to the existing neighborhoods. The Commission appreciates the applicant's time and work invested in this proposal, as well as their willingness to work with staff and remain abreast of the Community Plan Update progress.

[Mr. Way was recused from the following case.]

- **Case #24-084INF – Cosgray Commons**

An Informal Review and feedback of a mixed-use development comprised of office, residential, and associated open space. The 43.30-acre site is zoned ID-2, Research Flex District, and is located southeast of the roundabout of State Route 161 and Cosgray Road.

### **Applicant Presentation**

Hyssain Mazhar, 7081 Palmer Court, Dublin, property owner, stated that he is a physician by profession. He and his family have lived in Dublin for over 15 years. He has an established practice nearby in Dublin Green and passes this site daily. He has developed some areas in various parts of the state. Recently, he became interested in this beautiful parcel of land and has looked at opportunities to develop it.

Gilli Zofan, First V.President, Colliers, 209 South Columbia, Bexley, stated that in considering development opportunities, they have identified many strong attributes with the site. Directly to the east is the Ohio University (O.U.) campus. That 100-acre site is being developed according to a Master Framework Plan, a vision plan that offers a comprehensive view for the campus. One of the items envisioned was a mixed-use development that supports the vibrant, knowledgeable community. That is what they are interested in creating on their target site. Another attribute of this site is the Dublin Ohio Passenger Rail site located .75 mile to the west. It is proposed to be a state-of-the-art, multi-modal passenger rail. Additionally, the US33 Mobility Corridor is located to



the east, which involves \$105 million private-public investment and recreational development directly south of the site. They believe that this site would be an ideal location for a future mixed-use development, which is also consistent with the Envision Dublin Community Plan Update's Future Land Use map for this site. Their project proposes over 2 million square feet of development, a larger square footage than other mixed uses. Based on the numbers (3.4 million annual visits) within the Bridge Park mixed-use development, obviously, Dublin has a market for a mixed-use market.

Tony Murray, NBBJ Design, 250 South High Street, Columbus stated that the project site is located just south of Costco's on SR161 west of US33, heading toward Plain City. It is an approximately 43-acre site. They are looking to develop the primary frontage on SR161 and Cosgray Roads and the future planned University Blvd. This is an important and prominent site in Dublin. The new interchange at US 33 is a significant component, as well as all the growth occurring in Plain City and Marysville and north in Jerome Township toward US Route 42. This project site is located in the center of all that growth. They believe it is both a great opportunity for the City and for developer investment. As was mentioned, there is an anticipated passenger rail extension nearby, a successful industrial park and many sports and recreation uses just south of the site. They have had ongoing discussions with Ohio University and Dublin Green. He appreciates the planning also occurring regarding the Signature Trail, and they are hopeful that their site will have some interaction or adjacency to that trail. The history of the site is interesting. Harold Ett, Poultry Farmers, originally owned the site and owned a furniture shop in Plain City. There are many old Indian trails within this area and the Pony Express Trail. Previous use of the site was agriculture. Consistent with the Community Plan Update, they are looking at Mixed-Use Center zoning for this site. According to the Thoroughfare Plan, there are plans for a roundabout connection at Cosgray Road south of their site. The primary site access will come from the new interchange to the east. Pedestrian connections will be added from the site. They would like to preserve or recognize the historic farm that was located on the site along SR161. That routed the concept of greenspace along that corridor with connection to the Signature Trail and South Fork Indian Run. They are contemplating the densest uses in the north – urban mixed uses with residential and hotel. In the south, there will be lower-density uses – retail and residential comprised of apartments and townhomes along the South Fork Indian Run. He pointed out the proposed uses designated on the slide shown and diagram provided to Commission members. They see a use for the proposed hotel and conference center on the site due to its proximity to anticipated Tech Flex and the nearby sports fields and events and O.U. events. They anticipate office and tax-based generating uses along the north edge of the site. In the middle block, apartments surrounding parking garages are envisioned. There will be activated edges on all sides of the development. An activated, communal central green is envisioned in the plan. There will be a grid of roadways, so site circulation will be simple and straight forward. There will be some right-ins/right-outs versus standard intersections. The site will be activated with energy created in the center to the north, allowing it to dissipate further to the south. They are not looking at their site plan in a silo. They are attempting to take into consideration the O.U. Framework Plan, thinking about how both plans can be pulled together and connection between buildings and greenspaces provided. One feature he would like to point out is the idea of a walkable street on the right side of the central green – walkable, curbsless with bollards and pavers and retail uses, as opposed to a standard road with curbs, tree lawn and sidewalk. They have accommodated the proposed 2 million SF of mixed-use development with parking at standard rates and 80% efficiency. They are very excited about the project and look forward to hearing the Commission's feedback.

## **Staff Presentation**

Mr. Bitar stated that this a request for nonbinding review of a Concept Plan. The 43.3-acre site consists of two parcels and is located southwest of the roundabout at Post Rd/State Route 161 (SR-161) and University Blvd. The northern parcel is within Union County, and the southern parcel, of which the majority of the site consists, is within Franklin County. Both parcels are within Dublin and are zoned ID-2: Research Flex District. The permitted uses include light industrial uses, commercial uses, office uses, and civic and institutional uses such as education and healthcare. The current Community Plan FLU recommendation is Mixed Use Regional Center - Academic Innovation, which calls for similar uses as those proposed. Principal uses include university and academic (office, classroom, laboratories) campus amenities (wellness, recreational, cultural), office, research, light manufacturing, and open space. Secondary uses include retail, eating and drinking, personal services, residential, hotel and conference center, entertainment venues, training facilities, laboratories, and makerspace. The intended uses for the general area are Innovation, Research, Development and Education. The site is located within the West Innovation District (WID) Special Area Plan. Economic development is the principal focus of the district, while residential and commercial uses serve as amenities to support employers and employees. A walkable, mixed-use built environment that supports a 24/7 live-work-play district is the foundational basis of the WID.

He noted that the land uses recommended in the Academic Innovation District are typically associated with the education campus. However, land uses that are compatible with the university will also be supported based on the recommendations of the O.U. Framework Plan. Although the site is not within their Framework Plan area, building orientation, view corridors, open space, and transportation recommendations of the O.U. Framework Plan may inform the layout and design of the proposed development. The applicant is proposing approximately 2 million SF of mixed-use development, comprised of office, residential, hospitality, commercial, and open space. The proposed development of 28 buildings is organized by a network of new streets and 9 acres of open spaces. The proposed development is organized by a network of new streets and blocks. Block sizes are walkable and generally do not exceed 500 feet. For reference, this aligns with recommendations for maximum block lengths in the Bridge Street District (BSD). In addition to proposed streets and drives, the applicant is proposing a Woonerf, also known as a shared street or curbless street. Shared streets may be an appropriate circulation with placemaking element in mixed-use developments. The proposed shared street is illustrated to connect across the north-south extent of the site and provide direct access to/from Post Rd/SR-161. Shared streets are most suitable for low-volume and low-speed connections. A direct connection to a major thoroughfare may not be appropriate. The applicant is proposing to develop 28 buildings organized around the new street and open space networks. Generally, the more active commercial and office uses are located to the north of the site, nearest Post Rd/SR-161, and the less active residential uses located nearest the tributary. An exception to this are two apartment buildings located southeast of the Post Rd/SR-161 and Cosgray Rd roundabout. Unlike most surface streets in Dublin, Post Rd/SR-161 carries a considerably higher volume of freight/semi-truck traffic than do other streets in Dublin. Staff recommends the applicant consider only commercial or office uses along this key frontage. The development intensity lessens to the south on the site, and part of what is proposed is a Nature Center along the South Fork Indian Run. While we appreciate the important history of this site, unfortunately the historic house was removed many years ago. The intent of this WID is to promote modern architecture, so perhaps there can be some modern interpretations of honoring the past while maintaining the intent of the WID.

Staff has provided the following questions for the Commission's discussion:

- 1) Is the Commission supportive of the proposed uses and mix?
- 2) Is the Commission supportive of the general site layout?
- 3) Is the Commission supportive of the proposed open space framework?
- 4) Is the Commission supportive of the proposed identity and character?
- 5) Is the Commission supportive of proposed sustainability practices?
- 6) Other considerations by the Commission.

### **Commission Questions**

Mr. Alexander inquired the anticipated length of time for buildout. Is the intent to phase this development over 5 or 10 years?

Mr. Murray responded that he would estimate 5-7 years.

Mr. Alexander stated that at nearly every meeting, the Signature Trail is mentioned. When will the Commission and applicants know more definitively how that trail will look?

Ms. Wawzkiewicz stated that the Mobility Division is working with the Planning Division on the Signature Trail. They have contracted a study to begin laying out that alignment and the recommended features. The goal is to extend that bikeway through Dublin in an east-west corridor, preferably at a distance from road right-of-ways.

Mr. Alexander stated that the applicant has mentioned the agrarian nature of the site and their desire to pay homage to that. Will the landscape design reflect that intent?

Mr. Murray responded affirmatively. They are urban designers, landscape architects, and planners, so it is built in to their work. There are probably more trees on this plan than they have seen the entire evening on all the other plans, and they are proud of that. If they attempt to pull Indian Run into the central space, the intent would be that there would be extremely natural landscape in the quad area.

Mr. Alexander stated that the Wonderf, or curbless street, will be accessing some large uses. Have they had experience controlling traffic on streets without curbs?

Mr. Murray responded that they have had experience and success in other areas of the country, although not in central Ohio.

Mr. Alexander stated that with the exception of the hotel, the plan proposes the most massive and tallest buildings on the interior of the site, facing the space, not on the perimeter facing heavy arterial traffic. On the opposite side of the Wonderf, there appears to be a multi-lane street where the taller buildings are located.

Mr. Murray indicated that is where the taller buildings will be located.

Ms. Harter inquired about the proposed parking for the hotel.

Mr. Murray responded that the market indicates that people are willing to walk a little greater distance for parking than they once were. Parking no longer needs to be immediately adjacent to their destination. Some of the elements in their plan still need some study, so this may be pushing the comfort boundary on the parking element. However, they are attempting not to create an auto-oriented development.

Mr. Chinnock inquired if several of the garages in the units were below surface garages.

Mr. Murray responded that it may appear that way because there is landscaping on top of them. There is no below-surface parking.

Mr. Deschler inquired the number and size of the apartment units anticipated.

Mr. Murray responded that they anticipate a standard size of 1,200 SF, which is average. There may be some studio apartments that will be smaller and some 2 or 3 bedrooms that are larger. He will look up the number of units they are contemplating.

Mr. Deschler stated that the report mentioned condominiums; however, he does not see any on the plan. Could there potentially be condos, or will they be walk-up townhomes?

Mr. Murray responded that at this point, their plan provides for townhomes on the southern edge of the site.

Mr. Deschler inquired if they are no longer considering condominiums or if they remained a possibility.

Mr. Murray responded that it is too early for them to know.

### **Public Comment**

Ms. Rauch referred to the one public comment for the previous case and this case from:

Ladonna Smith, 6692 Roundstone Loop, The Lakes at Ballantrae Condominiums, Dublin

In her email, Ms. Smith inquired about what school district the development falls within, and indicated concerns “about all of these developments along Cosgray Road; I also see an Amtrak facility in this area in the future City planning.”

Ms. Rauch stated that this development would be in the Dublin City School District.

### **Commission Discussion**

Ms. Call requested Commissioners to respond to the discussion questions provided.

Mr. Alexander stated that he is very supportive of the proposed use, mix of uses and of the general site layout. The greenspace is a great public amenity that the community is being given. He likes the scale of how the greenspace is potentially broken down and the cross connections. In regard to identity and character, they will need to see how the buildings look. He does not like the language used, attempting to differentiate contemporary from modern, but he does like the idea of having contemporary buildings here. In regard to proposed sustainability practices, the City does not have many truly green buildings. The community is marketed as a green community, but we do not have buildings being constructed with aggressive green practices. This could be a great opportunity for this to be a showplace of how sustainable, perhaps zero energy-consuming, buildings would operate. He believes Council members would be interested in seeing that type of building.

Mr. Deschler stated that he is supportive of the mixed-use. He is concerned about the proposed density of the apartments. He likes the greenspace. He is not entirely convinced on the curbsless street, but he is open to consideration. He agrees that there could be some opportunities to explore sustainability. He is supportive of the mixed-use proposal.

Ms. Harter stated that she also is supportive of the mixed-use proposal and the proposed connections. Because of the high volume of traffic in this area, they will need to incorporate safety components for pedestrian and bike traffic. She would encourage them to look for opportunities to connect with the O.U. Framework Plan’s elements.

Mr. Chinnock stated that they have checked all the “creativity” boxes with this plan. He appreciates the thought and purpose shared with each component of their plan. He is very supportive of the direction of this plan. In regard to sustainability, this could be a flagship for Dublin – a connected, self-sustaining community. In addition to the interior of the site, he would recommend that they also focus on the various gateways to the site. It will behoove the City to figure out SR161 and Cosgray Road before this plan advances. The plan will not be feasible if we do not improve what is occurring there now. Currently, that area is under construction and travelling through there is not easy. To be fair to the development and to community, the City needs to figure out that corridor before the plan advances too far.

Ms. Call stated that the timing is impeccable. The uses have changed with the new Envision Dublin Community Plan Update, and this type of use is what the Commission is looking for. This is an intriguing design. Jerome Village is updating their Community Plan, and this type of plan could influence how their community develops. She is supportive of the proposed mix of uses, the general site layout and open space. She loves the way the Signature Trail and South Fork Indian Run are incorporated into the plan. She also is supportive of the sustainability focus. That would be an interesting element. It is outside the Commission’s purview for coupling any of those elements with the City, but Planning staff can direct the applicant to the correct City contacts, if desired. She inquired if the applicant seeks additional clarification from the Commission.

Mr. Zofan indicated that they have a replica of the original house on the site. One of the structures proposed for the greenspace is a replica of that house, which could be used as an amenity.

Ms. Call responded that using it as a coffee shop could be an interesting amenity.

The applicant expressed appreciation for the Commission’s insightful comments.

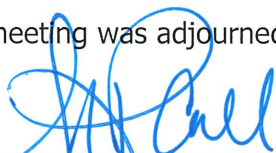
## COMMUNICATIONS

Ms. Rauch reported the following updates:

- The second reading/public hearing for the Envision Dublin Community Plan update is scheduled for the July 1, 2024 City Council meeting.
- A brief update about the development review process is currently underway, attempting to find ways to make the process smoother.
- Chair and Vice Chair elections will occur at the next PZC on July 11, 2024 with a full Commission attendance.

## ADJOURNMENT

The meeting was adjourned at 10:20 p.m.



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Chair, Planning and Zoning Commission



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Assistant Clerk of Council