



RECORD OF DISCUSSION

Planning & Zoning Commission

Thursday, August 10, 2023 | 6:30 pm

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

**1. Ashland Multi-family Development at PIDs: 273-012284 and 273-002453
23-069CP Concept Plan**

Proposal: Construction of a multi-family development consisting of 330 residential units and a standalone residential clubhouse. The 18.9-acre site is zoned Office Laboratory and Research District.

Location: North of the intersection of Blazer Parkway with Ashland Service Road.

Request: Review and non-binding feedback for a Concept Plan under the provisions of Zoning Code §§153.053 and 153.055.

Applicant: Aaron Underhill, Underhill & Hodge LLC

Planning Contact: Zachary C. Hounshell, Planner II

Contact Information: 614.410.4652, zhounshell@dublin.oh.us

Case Information: www.dublinohiousa.gov/pzc/23-069

RESULT: The Commission provided non-binding feedback for a 330-unit multi-family development in the Dublin Corporate Area. The Commission was generally supportive of residential uses in this area. Additionally, the Commission was generally supportive of the street framework proposed. However, the Commission expressed concern regarding the lack of additional uses on the site. The Commission expressed concern regarding the surface parking and mirroring of the surrounding area, and recommended parking be either structured or hidden. The Commission recommended proposing a destination to draw people to the development.

MEMBERS PRESENT:

Kathy Harter	Yes
Jamey Chinnock	Yes
Warren Fishman	Yes
Kim Way	Yes
Lance Schneier	Yes
Rebecca Call	Yes
Mark Supelak	Yes

STAFF CERTIFICATION

DocuSigned by:
Zachary C. Hounshell
B1050D11313A490...
Zachary C. Hounshell, Planner II



Vote: Mr. Chinnock, yes; Ms. Harter, yes; Mr. Fishman, yes; Mr. Way, yes; Mr. Schneier, yes; Mr. Supelak, yes; Ms. Call, yes.
[Motion carried 7-0.]

Ms. Call stated that the Planning and Zoning Commission is an advisory board to City Council when rezoning and platting of property are under consideration. In such cases, City Council will receive recommendations from the Commission. In other cases, the Commission has the final decision-making responsibility. Anyone who intends to address the Commission on administrative cases must be sworn in. There are no administrative cases this evening.

ACCEPTANCE OF DOCUMENTS/APPROVAL OF MINUTES

Mr. Supelak moved, Mr. Fishman seconded acceptance of the documents into the record and approval of the 07-20-2023 meeting minutes.

Vote: Ms. Harter, yes; Ms. Call, yes; Mr. Fishman, yes; Mr. Schneier, yes; Mr. Chinnock, yes; Mr. Supelak, yes; Mr. Way, yes.
[Motion approved 7-0.]

CASE REVIEW

- **Case 23-069 - Ashland Multi-family Development, PIDs: 273-012284 and 273-002453, Concept Plan**

Construction of a multi-family development consisting of 330 residential units and a stand-alone residential clubhouse. The 18.9-acre site is zoned Office Laboratory and Research District and is located north of the intersection of Blazer Parkway with Ashland Service Road.

Staff Presentation

Mr. Hounshell stated that before the Commission is a Concept Plan, which is the first step in a Planned Unit Development (PUD) review process. It operates similar to an Informal Review, as no determination is required; nonbinding feedback only is requested. The Commission is asked to evaluate if the proposal for this site aligns with the Community Plan and the Special Area Plan, whether the use(s) are appropriate, and whether the general site layout allows for conducive development in the future adjacent to this site. The 18.9-acre site is zoned Office Laboratory and Research District and is located north of the intersection of Blazer Parkway and Ashland Service Road. The site has ±510 feet of frontage on Blazer Parkway. The site is located ±810 feet from I-270 and is currently empty and flat. The Cosgray Ditch and FEMA-regulated Special Flood Hazard Area run through the northern portion of both parcels at the site, which limit the developable area, and there is a tree corridor along the eastern edge of the site. City Council recently adopted Interim Land Use principles to guide development while the Community Plan update is in process. The goal is to provide a policy document to supplement adopted plans and accepted planning practices in the interim. These principles are to be utilized similar to the recommendations of the Community Plan, as both are guiding policies and principles for the City. They were not established to supersede zoning requirements. Only one of the principles would be applicable to this case. This site is located in the Dublin Corporate Area Plan – MUR 1 District, which focuses on the Metro Place and Blazer Parkway area. The general goals of this area plan are to encourage a variety of uses with amenities

for workers, hotel visitors and residents; to utilize open space as focal points and usable amenities; and to support infill residential development at key locations to support the office use. Some of the uses considered in the Dublin Corporate Area Plan, MUR 1 District are office, infill residential and neighborhood commercial, more specifically along Frantz Road. The area plan provides specific recommendations for vacant sites. This is Site #6, which calls for support of office and technology uses, but also calls for residential use subordinate to office as an appropriate use of the site. The area plan also calls for a north-south street connection, which would connect Metro Place and Blazer Parkway in the future, and a minimum of 4-story and maximum of 5-story buildings.

This case was before the Planning Commission for Informal Review of an earlier plan in April 2023. At that time, the applicant was proposing seven (7) residential structures, 300 dwelling units, 450 parking spaces, and approximately 7.75 acres of open spaces, which calculate to a density of 16 dwelling units (du) per acre and a parking ratio of 1.5 spaces per unit. The Commission provided the following feedback:

- Challenged the applicant to think about how the site integrates with the surrounding properties through site layout and open space.
- Recommended the addition of complementary uses to the proposed residential development consistent with the mixed-use intent of the Dublin Corporate Area Plan.
- Recommended additional density and height to accomplish the recommendations for the MUR-1 District.

The applicant has revised their plan based on that feedback and made the following updates to the Concept Plan submitted for comment tonight:

- Reduced the number of residential buildings from 7 to 6;
- Increased building height from 3 stories to 4 stories (Building 6 is 3 stories);
- Increased the unit count to 330 units with 480 parking spaces, for a density of 21 du/acre and 1.5 parking spaces/acre;
- Updated street network into a gridded network;
- Distributed open space toward the Cosgray Ditch and perimeter of the site, opening up the Cosgray corridor by including parallel instead of pull-in parking along the street frontage;
- Incorporated opportunities for flex space for future retail opportunities as the market allows.

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

- 1) Does the Commission support the proposed combination of proposed uses throughout the development?
- 2) Does the proposed site layout allow for integration with the surrounding properties?
- 3) Does the proposed open space meet the recommendations of the Dublin Corporate Area Plan?
- 4) Does the Commission support the proposed massing of the residential buildings?

Commission Questions for Staff

Mr. Supelak inquired what is the City's perspective regarding the roadway connections to future sites.

Mr. Hounshell stated that staff has discussed with the applicant how the site would contribute to and enable adjacent sites to develop. The proposed plan would need to include a gridded street system. The City will be embarking on a Metro Center framework plan that will envision how the overall area will be developed in the future, including the feasible street connections that would enable this area to be developed in the desired manner.

Ms. Harter inquired if the turn radius near the covered parking would be tight.

Mr. Hounshell responded that at this point, the plan is purely conceptual; turn radius and road widths are open to the Commission's feedback.

Ms. Harter inquired if there is a wall that separates the site from I-270, and if so, if it is to mitigate noise or to provide screening.

Mr. Hounshell responded that the area does not have a wall. That is an item that is dictated by the Ohio Department of Transportation (ODOT) and it has not been contemplated for this area. He does not believe there are many walls along the I-270 boundary in Dublin. That was determined with purpose, and the intent is to continue that.

Ms. Harter responded that she did not know if there were any noise concerns, and perhaps this is too soon to discuss.

Ms. Rauch pointed out that is the reason Dublin has focused non-residential land uses along the I-270 corridor -- the City wishes to avoid a need for noise walls. For that reason, there is concern when any residential use is proposed along that freeway.

Ms. Call inquired if the staff is aware of any residential developments in Dublin within the last 10 years that have included covered parking, similar to what is proposed in this application.

Ms. Rauch responded that at the moment, she could not recall any other that the senior living facility on Post Road. Typically, residential developments include either garage parking or standard surface lots.

Ms. Call inquired what is the history behind the language, "residential subordinate to office."

Ms. Rauch responded that it goes back to the intent for the Dublin Corporate Area Plan (DCAP) to address how other uses might be incorporated along with the office in the area. Although office use is the primary driver and key focus of this district, there may be opportunities for particular sites within the DCAP to have a residential use. While it is a potential use that could be considered, the intent is that it be subordinate to the office use.

Applicant Presentation

Aaron Underhill, attorney for the applicant, Underhill and Hodge, 8000 Walton Parkway, New Albany, OH stated that this is the Concept Plan stage, so their goal is to obtain the Commission's general support to advance to the next development stage, which will involve greater expenditure of funds for engineering and planning efforts. They believe they have addressed most of the concerns the Commission pointed out previously, other than the concern about use. The Commission had indicated a desire to see some commercial mixed into the development; however, they do not believe the market is sufficiently mature for that use and probably will not be for some time. That is probably the reason no project with a commercial component has been proposed here to date. However, they have tried to design spaces on the first floors of these buildings that would allow them to be easily converted later into a restaurant, retail or service component. He would contemplate writing a zoning text that would allow those uses as permitted or conditional, requiring

them to come back to the Commission for approval of such items as signage and parking. If the plan proceeds to the next stage, their intent would be to accommodate that future use in the plan. In their opinion, a significant multi-family project is needed to jump-start some of the commercial activity that is desired both here and along Frantz Road. The DCAP calls out residential as a supporting use for office use and other future uses. Because PZC has not been supportive of residential along I-270, that limits a large swath of this subdistrict, although a mixed-use component along Frantz Road would be appropriate. The question is whether the inside core of this subdistrict would be suited for multi-family. This project could be a catalyst to encourage the commercial uses that the market does not yet support. They are open to discussing street connections, should they be needed in the future. Their team has balanced their desire for an internal open space with the need to make it inviting to area employees, residents or visitors. They have reduced the amount of interior open space and added more along the perimeter.

Questions for the Applicant

Mr. Chinnock inquired where commercial space, such as retail or a restaurant, could be located in the future. If added, would it be intended for the residents or to draw visitors to the site?

Mr. Underhill invited a Pizutti representative to respond. He noted that (in reference to the Commission's previous discussion) he believes there is an intent to include art in the clubhouse.

Eric Buck, Vice President of Development, Pizutti Companies, 629 N. High Street, Suite 500, Columbus, OH 43215, stated that a curated art program is important with Pizutti projects. They focus on art programs inside the residential buildings and also public-facing art. This is a conceptual plan, so they are willing to work with the City on the location of the art. Ideally, the art would be located in one of the buildings along the north-south connector.

Mr. Underhill stated that initially, those buildings will have co-working spaces for the residents of the community. When the market permits, those spaces can be used for public dining, entertainment or service opportunities.

Mr. Chinnock inquired if the central green is intended to be pedestrian only, or will there be vehicular access through that area. Is there a structure in the central green area?

Mr. Buck responded that if he is referring to the north-south piece, it will allow vehicular access with parallel parking on each side. Although it will be pedestrian-focused, it will have vehicular access. Materials such as pavers will be used to make that access more attractive, but it is intended to be a north-south vehicular road.

Mr. Chinnock inquired if the covered parking element was critical to the project or negotiable.

Mr. Buck responded that the covered parking was added in response to a comment that was made at the previous Informal Review hearing. It is not critical to their plan, so they are willing to work with the Commission on that element.

Mr. Schneier inquired if the curated art would be contained within a building, and if it were in a different building than the clubhouse, if it would be accessible to the public.

Mr. Buck responded that typically, they have art in all of their buildings, and each of these buildings will have some type of curated art component.

Mr. Schneier inquired how Pizutti would build the first floor with co-working spaces that could be converted to a different use later.

Mr. Buck responded that there would be areas within the buildings that initially would provide co-working space for the residents, but those spaces would be built in such a way that when the market demand in the area permits, they could be converted to retail. Retail would be a great amenity when the market for it exists. They would design the spaces so they could be easily converted.

Mr. Schneier inquired if, because the clubhouse is the most publicly accessible building, Pizutti had considered future retail there.

Mr. Buck responded that they would be willing to work with the Commission on the possibility. There will be co-working spaces in the clubhouse, as well. Most of the buildings will have some type of co-working space because of the distance from the building to the clubhouse. The buildings on the north-south connector will be closer to the clubhouse.

Mr. Underhill stated that if the goal is to have commercial uses in the future, their interests are aligned, as it would be a financial advantage for the property owner to have those spaces leased by commercial tenants.

Mr. Way stated that the buildings they are proposing are mostly four stories and one three-story building. The DCAP allows for six stories. What is the reason the developer is not attempting to take advantage of the maximum height and capacity of the site?

Mr. Buck responded that the higher the building, the more parking needed. The greater the density, the greater the parking and less greenspace.

Mr. Way inquired if they had considered providing parking under the buildings, which would permit them to have higher buildings and less surface parking,

Mr. Buck responded that they have considered it, but unfortunately, it is not economically feasible with this project. They have been very thoughtful with how the proposed parking is laid out, so that residents are able to park as close to their front doors as possible.

Mr. Way requested clarification of his reference to economically feasible. Is he saying that they would not have a sufficient number of units to offset the cost of underground parking?

Mr. Buck responded that it would be because of an insufficient number of units and rent revenue to pay off the debt service for the underground parking. They focused their attention on where the renters would be living, not on where they would be parking.

Mr. Fishman stated the developer is adding 30 units but only 30 parking places. He remains unconvinced that each of these units will have only one vehicle. The Bridge Park rentals are held primarily by young professionals with two cars per unit. He would not anticipate the experience here to be any different. With the proposed plan, there would be parking around the perimeter and on the street in addition to the surface parking, which is not an attractive view.

Mr. Buck responded that their parking ratio was based off the ULI shared parking standards.

Mr. Fishman stated that the other issue is the residential buildings' proximity to the highway, where there is traffic noise. Dublin does not have and does not want sound walls. After these buildings are occupied, the residents will be coming before City Council demanding sound walls.

Mr. Underhill responded that they anticipate eventually having buildings between this project and the highway, which would provide a natural barrier and buffer.

Mr. Way stated that this would be a pioneer project in this area. He understands that at this point in time, there cannot be retail here nor any other more street-engaging use. There was previous discussion of the idea of creating a destination here that would not only support or serve this development but could potentially serve the existing wider area. It would create a place that does not now exist, perhaps a recreational use, which would draw people to the site, support the development and help energize the rest of the area. Have they given any more thought to that?

Mr. Buck responded that they have given much consideration to the best uses they could put on the site. Relying on one thing to create sufficient activity to provide other opportunities for retail would be difficult to design and accomplish. They are excited about the plan they have proposed, which they believe addresses many of the concerns the Commission raised in the earlier review. They understand the City wants retail in this area in the future, but it cannot happen at this time. They have provided flexibility with this plan so that in the future, it would be possible to add it.

Mr. Chinnock stated that we have discussed the potential for mixed use, but that could cause a parking issue. Is the parking count based on the residential needs? Potential restaurant or retail would result in more traffic and a demand for more parking. We need to consider that potential issue.

Mr. Buck responded that they can continue to work on that during the Preliminary Development Plan (PDP).

Mr. Underhill noted that when they return with the PDP, they could provide more data from the parking studies used.

Mr. Supelak stated that he hears their concern about including retail too early and the potential for it to be possible later, probably on the ground floor of the buildings. Realistically, retail spaces usually warrant higher ceilings or potential ability to provide back of house needs; that could prove problematic relative to the infrastructure that will be put in place. Realistically, what commercial use could be placed here?

Mr. Buck responded that, typically, they like to have higher ceilings in their amenity spaces, regardless. In the next step, they will look at how the buildings must be laid out to adequately handle those types of situations.

Mr. Supelak stated that we talked about the paved area down the center green area. What is the design intent of that central green?

Jeff Pongonis, Principal Landscape Architect, MKSK, 462 S Ludlow St, Columbus, OH stated that the project is in its conceptual stage. In this updated concept, they have attempted to create a series of courtyards around the buildings, which can be programmed with amenities for the residents. Additionally, there would be the clubhouse, access to a dog park on the south and the Cosgray corridor to the north. Their proposal has been referred to as a pioneer project in the area. The question is whether the intent is to take an incremental step forward to help create market conditions for future mixed use. Creating those market conditions could occur by creating a residential use here. They recognize the project would be surrounded by a large amount of parking. Traditionally, a project of this scale would be designed in the inverse, with the parking in the center of the block. However, both the east and southwest sides of the property are adjacent to office parking lots and the working ends of office buildings – loading docks and access areas. The site has very little frontage along Blazer Parkway. The best direction is to create an opportunity for a

street grid, place the buildings as close as possible to Blazer Parkway, creating an architectural frontage and creating conditions where the area feels connected, urban and walkable.

Ms. Harter inquired if the bump-up on the roofline indicates vaulted ceilings inside.

Mr. Buck reiterated that the plan is conceptual in nature. At the moment, it is just shown as a parapet architectural feature.

Ms. Harter inquired if they have reached out to the area businesses to inquire if their employees might be interested in living here due to the convenience.

Mr. Buck responded that they have done so, and he believes a representative of one of those businesses is present tonight to speak during the Public Comment portion of the meeting.

Public Comment

Candace Klepacz, Director of Strategy and Development, Pepper Construction of Ohio, 5185 Blazer Parkway – Suite 101, Dublin, OH stated that they believe this project is an opportunity to further activate Blazer Parkway for the local businesses and an area for their employees to live, work and play. This could be important for employee recruitment and retention. They are excited about the proposed connections to the nature trails that would provide opportunities for their employees during their lunch or breaks, even if they do not live here.

Commission Discussion

Mr. Schneier stated that he supports the project and having a residential development here. However, he would like to see more mixed use. He is not concerned about the parking density at this point. He would not be in favor of underground parking on this site due to affordability. He would like to see an affordable residential use here. Typically, covered parking is not done well and is not attractive. His main concern is the lack of retail in the proposal. He referred to the Starbucks Center, a new outlier retail on Frantz Road. He believes the existing density of office use in this area would support some sort of retail here, as well. He would be more in favor of this project if they would include some retail commitment from the beginning.

Mr. Fishman concurred. He would be more in favor of having retail from the beginning. He remains concerned about the parking. If it is not economically feasible to include underground parking, he believes the covered parking should be replaced with garages for the residential units. It would be more attractive to prospective renters and visually, as well. With the level of vehicle theft and vandalism occurring, this would be an important security element. Regardless of the parking studies, most units in Dublin have two vehicles. The renters in Bridge Park value the parking that has been provided. He likes the suggestion for a future additional building to provide a noise buffer between the residential use and the highway. The question is the length of time before that might exist. The revised plan is an improvement, but Dublin is looking for a quality development, not more cars. He could support the project under the right circumstances, including the addition of garages.

Mr. Supelak stated that he is not excited with this proposal. There is a very real appetite to do some wonderful things in this area, which is in desperate need of just that. It is difficult to bank on what might occur in the future. He is not supportive of covered parking. He is supportive of taller buildings and mixed use. The DCAP calls for a variety of uses. He believes that means a variety of uses on each site, not a variety of uses next to each other. Having a variety of uses on each site would produce mixed use and an urban environment, which is the vision for this area. The language calls

for infill residential with the requirement that it be subordinate to the office use. The treatment of open space in the proposal is very good. The intent is to have a high quality development here in an area attempting to re-shape its image. The proposal reflects good work done by professionals with a nice touch. This is not an easy site, therefore, not an easy project to create.

Mr. Way complimented the applicant for listening and attempting to incorporate some of the Commission's comments. He believes the proposal is close to providing a street grid framework that will work for the site and connect it on all sides, as the area evolves. He appreciates the attention given to the Cosgray corridor, an important amenity opportunity. At the last meeting, he posed the question as to whether this project would be the last step in a way of doing things or the first step in rethinking the future of this area. This is an aging office park surrounded by surface parking, and what you are offering us is a residential development surrounded by surface parking. To me, the proposal captures the spirit of what was, as opposed to the spirit of what is. There are opportunities to have more density by tucking the parking underground. With that, there also can be street circulation with on-street parking. He believes that is the future of this area. As the City goes through its planning process and rethinks Metro Center and the DCAP area, it will probably be with the idea of having structured parking supporting new building infill. Because it is currently undeveloped, this 20-acre site has the ability to set the tone for the rest of the development. As Mr. Supelak noted, the magic is presently missing, but there is magic to be had here in terms of this site being the model for the future, something unique and different. In summary, the framework is close to what is needed; the parking needs to be hidden. The economics is an issue for the developer to solve. The applicant should consider what they could do in this early stage to create a destination that will draw people from the surrounding office buildings in the middle of the day. Perhaps it is recreational, the Cosgray corridor or a combined recreation/retail opportunity.

Ms. Harter commended the applicant for listening to and attempting to incorporate the Commission's comments. She believes there would be sufficient interest to include an eating or recreational opportunity here. She likes the pedestrian opportunities provided. In the next stage, she is looking forward to seeing the architectural details and art component. She believes there may be some opportunities for covered parking structures, such as rooftop solar panels or rooftop green areas. She would like to see balconies that are usable, able to accommodate a table and two chairs at a minimum. She would like the applicant to look into the possibility for underground parking. This is such an important area, the development needs to be something spectacular.

Mr. Chinnock stated he agrees that the needed street grid framework is here. He likes the overall direction of the revised concept. Tonight's discussion has pointed out many concerns, which potentially can be resolved, perhaps easily. All the Commissioners are struggling with the mixed-use component. Perhaps it is not a restaurant but something more unique that could attract, not compete with what already exists within the area. He is disappointed that the concept proposes vehicular traffic through the central green area. The site seems to be very broken up with a good amount of vehicular traffic throughout. Pedestrian safety is a concern. If the connector does occur, there would be a lot of traffic going through this small site. The greenspace and Cosgray corridor elements are great and work in the applicant's favor. As the plan progresses, he would encourage the use of a variety of architectural materials. He is not supportive of covered parking. They are difficult to do nicely; even with solar panels, they look like carports.

Ms. Call stated that the Commission has the Interim Land Use Principles to use in reviewing development applications in certain strategic areas, such as the DCAP and Blazer Parkway subarea.

This area is zoned for Office, Laboratory and Research. The Land Use Principles challenge us to think comprehensively. We are looking at one parcel within a greater area that will be undergoing significant redevelopment in the next few years. The issue here is the layout. Currently, the site layout mirrors the surrounding area, which has surface parking surrounding the buildings. The challenge starts with the public realm. The Commission has stressed the need to provide ground level activation. The applicant has stated economically, rooftops are needed to support the ancillary uses. However, the City needs the ancillary uses to support the area development. The concept plan's use of the open space and the Cosgray Ditch is done well. The walkability component is also good. She is not supportive of covered parking. The Commission is cautiously supportive of a residential component in this area, if done well and addresses the associated needs. It is a challenge to be the first residential development within this area, and unfortunately, what has been proposed is not quite what it needs to be.

Mr. Fishman stated that when the developers built the first office project in this area 50 years ago, it was considered a "wow" project in its use of open space, glass and contemporary design. It has since worn out, but what we need here once again is a similar "wow" project.

Ms. Call inquired if the applicant needed any further feedback from the Commission. The applicant indicated they did not.

Because this was a Concept Plan review, no actions were taken.

DISCUSSIONS

• Administrative Approvals

~~Ms. Rauch provided the list of items currently addressed by administrative review and a list of typical Consent Agenda items. If any of those items were to be added to the list of administrative review projects, they would no longer be reviewed by PZC. She described the administrative review process and documentation of reviewed projects. Many of the items are raised during the building permit stage. The intent is not to diminish the quality or expectation of something already approved; any modifications must be equal to or greater. Example of administrative review items include lot line adjustments; plant material relocation or substitution; sign face, lighting or landscaping changes; building footprint modifications less than 10%. Since 2018, 65 administrative review approvals have been granted within planned districts, and 85 administrative review approvals have been granted within the Bridge Street District. Consent agenda cases are items the Planning Director does not have authority to approve, but are typically minor in nature, such as sign or building material changes. They are items on which staff and the applicant are in agreement concerning proposed conditions for approval and on which no public comment has been received. In the last 5 years, 78 cases have been on the Consent Agenda, 20 of which were pulled off for discussion purposes. Conditional Use applications for minor use changes are also typically approved by the Commission without discussion. Those are items that potentially could be considered for administrative review approval. When Preliminary and Final Development Plans are approved, the associated Preliminary and Final Plats are also approved without discussion, but those items are not recommended for administrative review. Previously, there was a Commission suggestion that menu boards be considered for administrative review.~~

Commission Discussion

~~Mr. Fishman stated that there is need to tighten the PUD review process, so that we can achieve the quality development desired. When there are different driveway materials permitted, for example, the applicant will always choose blacktop, the least expensive, less durable and less attractive material.~~

~~Mr. Boggs responded that Council recently addressed that need through adoption of the Residential Design Guidelines, which address, among other items, driveway materials. The developer will now have those design guidelines to work with from the outset as they prepare their application. When that application is submitted, staff will compare it against the guidelines. If the application diverges from the guidelines, staff will advise the applicant that their application is not likely to be approved by the Commission. With a PUD, the Commission is able to accept, reject or modify what is proposed before it is ultimately approved by City Council.~~

~~Ms. Call stated that in regard to Consent Agenda items, the Commission still prefers to see Conditional Use applications and the Preliminary and Final Plats. Review of menu board signs could be considered for inclusion as an administrative review item.~~

~~Mr. Schneier stated that he believes Conditional Use applications could be handled via the administrative review process. He also believes some sign applications could be reviewed administratively.~~

~~Ms. Call stated that, typically, the Commission does not review minor sign applications. The Commission reviews Master Sign applications, because they are requesting something more than what the Code permits. She suggested that staff provide clarification distinguishing between Conditional Use changes and like for like applications.~~

~~Ms. Rauch stated that staff would pull together that information for future Commission consideration.~~

~~• **September Tour**~~

~~Ms. Rauch stated that the September site tour is scheduled for September 14. The tour is intended to include a variety of commercial, residential, parks and open space and Bridge Park projects that have come before the Commission. Some of the projects have been constructed and others currently are under construction. Commission members are invited to provide a list of sites and topics that they would like to be included in the tour.~~

~~Commission members will review the proposed list of sites and forward recommendations to staff for refinement of the list of tour sites for consideration at the first September meeting.~~

~~Ms. Rauch noted that the tour is considered a public meeting and will be advertised as such. There will be an additional vehicle to accommodate members of the public who want to join the tour. There will be some discussion on the tour, so staff will take notes documenting any discussion. An overview and summary of the tour will be scheduled as a discussion item on an upcoming Commission meeting agenda.~~

COMMUNICATIONS

- ~~• The next regular PZC meeting is scheduled for Thursday, August 17, 2023.~~
- ~~• A Community Plan open house will be held on Tuesday, August 29 at the City Development building.~~
- ~~• The Council-PZC-ARB-BZA joint work session is scheduled for Wednesday, August 30.~~
- ~~• The Commission tour of approved and developed or developing project sites within the City is scheduled for September 14, 2023.~~

ADJOURNMENT

The meeting was adjourned at 8:28 p.m.



Chair, Planning and Zoning Commission



Assistant Clerk of Council



RECORD OF DISCUSSION

Planning & Zoning Commission

Thursday, April 6, 2023 | 6:30 pm

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

1. Ashland Multi-Family Development at PIDs: 273-012284 & 273-002453
23-016INF **Informal Review**

Proposal: Multi-family development consisting of 300 residential units and a standalone residential clubhouse for a ±19-acre site zoned Office Laboratory and Research District.

Location: North of the intersection of Blazer Parkway with Ashland Service Road

Request: Request for review and non-binding feedback for a future development application under the provisions of Zoning Code Section 153.066.

Applicant: Aaron Underhill, Underhill & Hodge LLC

Planning Contact: Zachary C. Hounshell, Planner II

Contact Information: 614.410.4652, zhounshell@dublin.oh.us

Case Information: www.dublinohiousa.gov/pzc/23-016

RESULT: The Commission provided non-binding feedback for a 300-unit multi-family development in the Dublin Corporate Area Plan. The Commission was generally supportive of the residential use on the site. The Commission recommended additional complementary uses be provided on the site to contribute to the mixed-use intent of the district. The Commission challenged the applicant to think about how the site integrates with the surrounding properties through site layout and open space.

MEMBERS PRESENT:

Lance Schneier	Yes
Rebecca Call	Yes
Mark Supelak	Yes
Kim Way	Yes
Warren Fishman	Yes
Jamey Chinnock	Absent
Kathy Harter	Yes

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DocuSigned by:

Zachary C. Hounshell, Planner II



~~“Thank you for the opportunity to share concerns with the Planning and Zoning Commission. I appreciate the time and energy you put into your roles on the Commission. Thank you for hearing citizen concerns and fostering positive engagement. Everywhere you look in the Bridge Street District, there is new development in process. It seems these developments are happening at a rapid pace with several projects in-flight concurrently. I understand that development proposals to the Planning and Zoning Commission must be evaluated solely on the contents of that given proposal. However, the changes that new developments specifically involving increased density bring do not live in a vacuum in real life. There are real impacts to residents and despite best planning efforts by developers and City staff, not every outcome can be predicted. I am concerned that too many projects are happening all at once and in doing so, visibility of future impacts is blurred with nearby residents to deal with the fallout.”~~

~~Ms. Call asked if any Commission member wished to move the cases to the regular agenda for discussion. No member requested the cases be moved.~~

- ~~• **Towns on the Parkway, Section 2 at PID: 273-013211, 23-023PP, Preliminary Plat**~~

~~A Preliminary Plat to create a 49-unit, single-family, attached residential development on a 3.41-acre site located southwest of the intersection of Tuller Road and Village Parkway and zoned Bridge Street District, Sawmill Center Neighborhood.~~

- ~~• **Towns on the Parkway, Section 2 at PID: 273-013211, 23-024FP, Final Plat**~~

~~A Final Plat to create a 49-unit, single-family, attached residential development on a 3.41-acre site located southwest of the intersection of Tuller Road and Village Parkway and zoned Bridge Street District, Sawmill Center Neighborhood.~~

~~Mr. Way moved, Mr. Supelak seconded approval of the Consent Agenda cases to recommend City Council approval of the Preliminary and Final Plats with the following conditions:~~

- ~~1) The applicant make any minor technical adjustments to the plats prior to submission for acceptance to City Council; and~~
- ~~2) The applicant dedicates necessary easements on the Tuller Flats PL 1, LLC property to the west of the Towns on the Parkway development to the City no later than conditional acceptance of the Section 2 public improvements to the satisfaction of the City Engineer.~~

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

~~[Motion approved 6-0.]~~

~~Ms. Call swore in meeting attendees intending to provide testimony on the cases on the agenda.~~

NEW CASE

- Ashland Multi-Family Development, PIDs: 273-012284 & 273-002453, 23-016INF, Informal Review**

A multi-family development consisting of 300 residential units and a freestanding residential clubhouse on a ±19-acre site located north of the intersection of Blazer Parkway with the Ashland Service Road and zoned Office Laboratory and Research District.

Case Presentation

Mr. Hounshell stated that this is a request for an Informal Review. An Informal Review is an optional first step in a Planned Unit Development process. An Informal Review provides the applicant the opportunity to receive non-binding feedback from the Commission at the formative stage of a project. Following an Informal Review, the applicant may submit a formal Rezoning and Preliminary Development Plan (PDP) application for a formal recommendation by PZC to City Council. The 19-acre site is zoned Office Laboratory and Research District and is located north of the intersection of Blazer Parkway and Ashland Service Road. The flat site is currently vacant and has ±510 feet of frontage on Blazer Parkway and is located ±810 feet from I-270. The Cosgray Ditch and a FEMA regulated Special Flood Hazard Area run through the northern portion of the site, and there is a tree corridor along the eastern edge of the site. The site is located within the boundaries of the Dublin Corporate Area Plan (DCAP), which is a Special Area Plan approved by City Council in 2018 and updated in 2022. The DCAP area extends from West Bridge Street to the southern border of the City, is to encourage a variety of uses and amenities for business employees, hotel visitors and residents on the east side of Frantz Road, utilizing new open spaces as focal points and usable amenities and to support new infill residential development at key locations within the area. The purpose of the DCAP was to update a legacy office district, which was lacking in amenities. This particular site is located in the MUR1 – Metro/Blazer subdistrict of the area plan. The area plan outlines a number of vacant sites with the District; this site is labeled as Site 6 in the plan. The recommended uses for this site are office and tech uses and residential as a subordinate use to office. This site will have additional use opportunities if a proposed north-south connector road links Metro Center to Blazer Parkway. This would create additional connectivity and provide some relief to the traffic on Frantz Road. This interior site should have a minimum height of 4 stories and a maximum height of 6 stories. With this application, the applicant is proposing a multi-family development, consisting of 7 residential structures and 300 residential units, which is an approximate density of 16 units/acre. Approximately 450 parking spaces are provided, which is 1.5 spaces per unit. In the proposed site plan, the parking area will be a buffer between existing development to the east and southwest, which is primarily flex office, office and industrial uses with large surface parking areas. A central park open space area will be located between 5 of the centrally located buildings on the site. This open space area will be connected to adjacent areas by a number of shared-use paths. The development includes the extension of a north-south public street connection to the northern property line between Blazer Parkway and Metro Place S. At this point, the layout is conceptual only. The applicant has provided conceptual elevations, which propose a modern architectural style and materials. The building heights vary between 3 and 4 stories, although the recommended building height for this area is 4-6 stories.

The following questions have been provided to guide the Commission's discussion:

- 1) Does the Commission find the proposed use meets the Special Area Plan and Future Land Use recommendations within the Community Plan?
- 2) If the Commission is supportive of the use, does the Commission support the proposed layout of the site?
- 3) If the Commission is supportive of the use, does the Commission support the height and massing of the residential buildings?
- 4) If the Commission is supportive of the use, does the Commission support the design and layout of open space throughout the site?
- 5) Additional considerations by the Commission.

Questions for Staff

Mr. Way inquired the rationale for the proposed entrance location.

Mr. Hendershot responded that the proposed location has not been finalized. A Traffic Impact Study (TIS) will analyze where the public street should tie into Blazer Parkway, as well as the intersection control. The location is flexible at this point.

Mr. Way stated that it appears that the connector street would need to connect through private property to the north. Is this the ideal location, or are there other alternatives that might have less impact on private property, or a better alignment?

Mr. Hendershot responded that at this stage in the project, they have looked only at the conceptual connection between Blazer Parkway and Metro Place South that is shown on the DCAP. The public street location and details will need to be studied further. They will attempt to minimize impacts to the properties to the north.

Ms. Harter inquired if the proposed park area reflects the applicant's interest or the City's. The applicant can clarify their intent with that space.

Mr. Supelak inquired how the unit density aligns with the DCAP.

Mr. Hounshell responded that the Area Plan does not identify a minimum or maximum unit per acre for residential. That is currently at the discretion of the Commission and City Council. This development would be the first residential product in this area, so it would set a precedent for what will be seen in the future.

Mr. Schneier requested clarification of the number of required parking spaces.

Mr. Hounshell responded that item is also not identified in the Area Plan. A planned district allows some flexibility. Whatever happens with that planned district will be reflected in the area rezoning for MUR-1. At this point, there are only recommendations regarding appropriate parking.

Ms. Call requested clarification of the residential infill expectations of the approved DCAP specific to the Blazer Parkway area.

Mr. Hounshell responded that the DCAP recommends residential as infill development subordinate to a separate use. The DCAP identifies office as the primary use with residential use as an appropriate subordinate use within the District.

Ms. Call inquired if there are any caveats in regard to location of the residential use within the DCAP area.

Mr. Hounshell responded that the Plan indicates that residential should not be located along I-270. This site is not located adjacent to I-270.

Applicant Presentation

Aaron Underhill, attorney for the applicant, 8000 Walton Parkway, Suite 260, New Albany, OH stated that other representatives are present to speak more specifically to the design. The DCAP reflects the City's vision to turn what is primarily a single-use neighborhood into a mixed-use environment. The question is whether the mixed use should be in each proposed project, or if a single use can be proposed as a catalyst for future projects. What they have proposed reflects the latter. Having a core residential area will be important in attracting other uses. They believe this development, which is not in the Bridge Street District, will complement the DCAP area. The Pizutti

Company built two buildings north of this property many years ago, so they are familiar with this area.

Eric Buck, V. President of Development, Pizutti Companies, 629 North High Street, Columbus, OH stated that they are familiar with this area and are looking forward to working with the City on this project. They have met with staff several times and are aware of the importance of a north-south connection for the City. Their site plan has been laid out accordingly. The Cosgray Corridor is a great amenity feature for their project, as is the existing tree lined perimeter and shared-use trail. Some of the site constraints are its narrow frontage on Blazer Parkway and the awkward radius in the southwest portion of the site. Additionally, the Cosgray Corridor contains the floodplain and a utilities easement. There is also a utilities easement along the northern border of the site. Consequently, the development had to be located to the south of the Cosgray Corridor. The buildable portion of the 19-acre site is closer to 14-15 acres, resulting in a density of 20 to 22 units/acre. The focal point of their site plan is the greenspace, which is important to the City. A future north-south public street runs through the site, as well as a future potential connection north of the site. The site also reflects future potential pedestrian trails connecting to the existing shared-use trail on the northeast.

Jeffrey Pongonis, Principal, Landscape Architecture & Planning, MKSK, 712 Park Street, Columbus, OH reviewed the walkability and scale of the site plan. Several of the buildings will front the proposed public street, so it has been emphasized as a street, not a drive. There may be some on-street parking, similar to what exists in Bridge Park. In regard to the earlier question about the open space – approximately 2.5 acres will exist centrally, with a few more acres scattered around the site. They will leverage the Cosgray Corridor with a connection to Smiley Park. There is limited frontage along Blazer Parkway, and the geometry is awkward; however, the intent is to locate the clubhouse along Blazer Parkway, identifying this as a residential neighborhood.

Mr. Buck stated that the proposed architectural massing is characterized by a simple, modern block form. The material palette is a dark masonry brick as the primary material, mixed with a lighter fiber cement and wood accents.

Commission Questions for the Applicant

Mr. Schneier inquired if the pedestrian pathways within the development were intended for non residents.

Mr. Buck responded that the paths would be intended for the residents in the development; however, a connection will be provided to the existing public shared-use path on the northeast.

Mr. Schneier inquired the reason for a proposal for seven buildings versus fewer taller buildings.

Mr. Buck responded that it was based upon the parking needs of the units. The intent was that the parking be located as close as possible to the residents' front doors. With taller buildings, residents would have to walk a greater distance with their groceries, etc.

Mr. Schneier stated that 1.5 parking spaces per unit is proposed. Could they be satisfied with fewer parking spaces?

Mr. Buck responded that they would not be able to limit that number by much. He believes 1.5 spaces is appropriate for this development. With a product like this, there are potentially more 2-bedroom units, which will likely mean two cars. On weekends, the site could be stressed with a lower number of parking spaces.

Mr. Schneier inquired if they have conducted recent studies about density and parking spaces.

Mr. Buck responded that they have not with this site, specifically, but it would be included in their process when the TIS is conducted. He understands the Commission's interest in limiting the hard surfaces, but they believe 1.5 spaces for this site is appropriate. They will continue to look into that as the process proceeds.

Mr. Way requested that he identify the location of the two existing Pizutti buildings.

Mr. Buck stated that they developed two 4-story office buildings north of this site and one further to the east. They no longer own the buildings.

Mr. Way inquired what uses are anticipated for the ground stories of the buildings located along the public street.

Mr. Buck responded that they would be residential units.

Mr. Way inquired if they considered any other type of uses for the ground level units, such as workspaces, creating a live/work type of environment. It would start to change the character of the street.

Mr. Buck responded that their intent is to provide those type of uses in the clubhouse. It will be a central gathering place for residents and an opportunity for a co-working, lounge space.

Mr. Way inquired if the clubhouse would be a private facility.

Mr. Buck responded affirmatively. It would be an amenity for the residents.

Mr. Fishman inquired if the applicant had considered providing parking under the buildings.

Mr. Buck responded that they looked at various ways to provide parking, and they believe the way the site has been laid out is the best use of the space. The appropriate amount of parking per building is provided.

Mr. Fishman inquired the number of bedrooms and what would be the ratio.

Mr. Buck responded that the units would be a mix of one and two bedrooms, with a ratio of 50-50.

Mr. Fishman stated that experience has shown that with even a 1-bedroom unit, there are two occupants, and typically, two cars. With only 1.5 parking spaces per unit, where will the overflow parking be accommodated? Will there be on-street parking?

Mr. Buck responded that what they have been seeing with some of their other developments is that not every unit has two vehicles. Some residents are sharing vehicles, using ride-share services, walking to work, or using scooters and bicycles. With this location, they believe a lower parking ratio would be acceptable.

Mr. Fishman responded that in Bridge Park, that has not been the case. Many of the one-bedroom units have two residents and two vehicles, and there is a demand for onstreet parking there. The parking situation concerns him.

Mr. Underhill noted that Mr. Schneier's comments seem to have reflected an opposite view, a need for fewer parking spaces.

Mr. Schneier responded that he is interested in reducing the amount of asphalt, and he was taking into mind changing mobility trends.

Ms. Call stated that this is the Informal Review stage. If this project proceeds, there will be a future opportunity to look at the planned unit development text.

Mr. Pongonis noted that their experience with multi-family developments in the Midwest indicates a typical ratio of one vehicle per bedroom, even in suburban areas. The reason that number works is that on any given night or weekend, only 90 percent of the residents are at home. The parking balance of one space per bedroom works well in central Ohio.

Mr. Supelak inquired if the applicant knows that anecdotally, or if there is available data reflecting that information.

Mr. Pongonis responded that the data generally tracks in that manner. Another trend impacting this is the fact that more people are working from home.

Mr. Supelak stated that any available data they have would be beneficial to the City on an ongoing basis. We need to partner in understanding that data.

Ms. Rauch responded that as this project moves forward, staff would make sure that data is provided.

Mr. Supelak stated that in a district such as this, the City could benefit from the applicant sharing their resources that guide their design choices.

Mr. Underhill responded that at the next stage, they would attempt to provide that information.

Ms. Harter stated that it would be helpful to have data regarding garages for residential developments, as well.

Ms. Call stated that this parcel is 19 acres. There is abutting single-story development on one side and an empty lot between this parcel and I-270. Was there any investigation into expanding the site to include more property with a mixed-use nature?

Michael Chivini, Ex. V. President, Pizutti Companies, 629 N. High Street, Columbus, OH stated that Pizutti has considered that potential, and they have been in contact with the property owner. Unfortunately, they are not in a position to move forward with anything at this time. They have considered that site as a potential for a Phase 2. However, because of easements and Cosgray Ditch, it is a very complicated parcel.

Mr. Way stated that Pizutti previously brought forward a proposal for another project in Metro Place.

Mr. Chivini responded that they did bring it forward as an Informal Review, as well; however, they are not focusing on the Metro Place site at this time..

Mr. Way stated that a power line defines the Metro Place site.

Mr. Chivini responded they own the property that extends from the power easement to the north.

Mr. Way inquired if the property to the south is owned by Rock Hill Associates.

Mr. Chivini responded affirmatively.

Mr. Way inquired if this particular parcel is owned by Ashland.

Mr. Chivini responded affirmatively.

Commission Discussion

Ms. Call requested the Commissioners to respond to the discussion questions that were provided:

- 1) Does the Commission find the proposed use meets the Special Area Plan and Future Land Use recommendations within the Community Plan?
- 2) If the Commission is supportive of the use, does the Commission support the proposed layout of the site?
- 3) If the Commission is supportive of the use, does the Commission support the height and massing of the residential buildings?
- 4) If the Commission is supportive of the use, does the Commission support the design and layout of open space throughout the site?

Mr. Schneier stated that he is supportive of the proposed use and the conceptual development, understanding that at a future review, the parking issue will be looked at in greater detail. He would provide a qualified “yes” to all the questions.

Ms. Harter responded that she is also supportive of the use and proposed layout. She is interested in seeing how the opportunity for a work/live use could be incorporated in the project. She is also supportive of the proposed height and massing, although she believes the opportunity for garages or carports should be considered further. She likes the open space opportunities. She would like to see the balconies be usable spaces, enhanced mailbox designs, and rooftop solar opportunities be considered.

Mr. Way stated that as Mr. Underhill stated, the question is if the projects should be mixed use on each parcel or a single use as a complement to the overall development. He believes there should be mixed use throughout the development, although he does not know if it should be on each parcel. Mixed use should be integrated into everything. Currently, we are looking at only one parcel, but there is surrounding vacant land. We are interested in repositioning a 1980s office park, so it is important to think bigger. Every investment in the area going forward needs to contribute to that repositioning. The question he would ask is if this is the last move of the old way of doing things, or the first move in a new way of doing things; he hopes it is the latter. He is very supportive of a mix of uses, and this area needs a residential use to bring some life into it. Some creativity is needed regarding what other uses in a live/work environment might be possible. The goal should be if people live and work within this area, they should be able to walk to work. The challenge is how to integrate the residential so that it is not necessary to drive to work. He believes the proposed density is too low. He believes the proposed site plan is a 1980s approach to housing. The Cosgray open space opportunities are critical. They could be the start of something unique in this area. The Cosgray area should have buildings, not parking. The open space in the center of the development should not be keeping people out; it should be contributing to the entire area. There may be more than one option with the roadway connection, perhaps not all vehicular. He understands the challenge of introducing mixed use in this area, which is not on a major road. However, the uses could be destination uses, such as a restaurant with a pickleball court.

Mr. Supelak stated that he is supportive of the proposed residential use. It is the first step toward revitalization of the area. What complementary amenities could work here? The Goat House is a good example of a destination that would not be just for residents. A public gym facility might be another option. The question is how to tether the proposed use to the surrounding community. He is supportive of the proposed height and massing, although there is opportunity for it to be different. He is not opposed to the density. The parking along the perimeter is unfortunate. He likes the central greenspace. Although it is sequestered, there are adequate openings into and out of it. Perhaps the pedestrian pathways could be connected with the intent of drawing in the public. The layout of the public roadway will drive the way this site is developed. There are at least four road layouts that could work with this site. He is less concerned about having mixed use on this site. Mixed use done well could be fruitful, but the wrong mixed use in this area will die a slow death due to ability to serve only the immediate area. Even if this site is residential, surrounding mixed use developments can follow later. The conceptual architecture is agreeable, but it needs to change from building to building to add differentiation.

Mr. Fishman stated that the original intention of the Community Plan for this area was for it to be a revenue generator for the City, not residential, but that did not happen. The residential here should be special. He would like to see the parking addressed underground, as it would eliminate the need for much of the blacktop. The Asherton apartment community on Brand Road is one of the most successful in this area. It has water ponds around its perimeter and is a beautiful project. He would encourage them to consider something similar.

Ms. Call stated that she agrees with many of Mr. Way's comments. The Code for this subdistrict in the DCAP calls for residential use supporting not only office but other uses, including personal services, retail, restaurant, etc. Ancillary uses to residential are needed in this area. We are in a post pandemic environment, and many people now are working from home or have flexible work schedules. It is important not to let the pendulum swing too far the other direction, however, and end up with only residential. Because there is no longer a demand for what was originally the plan, the intent is to be flexible with what can be developed here, as long as it is done well. The Commission is tenuously supportive of the residential use. This is a PUD, so there is flexibility in the plan; ideally, the area would be larger.

Mr. Underhill thanked the Commission for their feedback. The applicant will work on some creative ideas to bring back for the next review stage.

COMMUNICATIONS

~~Ms. Rauch reminded Commissioners of the following upcoming meeting dates:~~

- ~~1. The Board and Commission recognition and swearing-in ceremony will be held on Monday, April 10 at 6:00 pm in Council Chamber.~~
- ~~2. The Community Plan Update Work Session is scheduled for 6-8 pm, Monday, April 17 in Council Chamber. City Council, Planning & Zoning Commissioners and Architectural Review Board members will participate.~~
- ~~3. The Community Plan Update Public Meeting is scheduled for 6-8 pm, Tuesday, April 18 in Council Chamber.~~
- ~~4. The next regular meeting of PZC is scheduled for 6:30 pm, Thursday, April 20, 2023.~~

~~Ms. Call stated that she attended the American Planning Association (APA) conference in Philadelphia this past weekend. Many of the sessions were very good. She encouraged fellow Commissioners to access some of the sessions when they become available online.~~

ADJOURNMENT

~~The meeting was adjourned at 7:50 p.m.~~

~~*Rebecca Call*~~
~~Chair, Planning and Zoning Commission~~

~~*Judith K. Beal*~~
~~Assistant Clerk of Council~~



RECORD OF DISCUSSION

Planning & Zoning Commission

Thursday, January 20, 2022 | 6:30 pm

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

**1. 3 Metro Place at PID: 273-010449
21-156INF**

Informal Review

Proposal: Informal review and feedback for the construction of two, four-story, multi-family buildings consisting of 265 units, amenity spaces, and associated site improvements within the context of a framework plan. The 27.48-acres site is zoned Office, Laboratory and Research District and Planned Unit Development, Waterford Village.

Location: Southwest of Metro Place South ±2,400 feet west of the intersection with Frantz Road.

Request: Informal review and feedback under the provisions of Zoning Code §153.050.

Applicant: Jamie McNally, The Pizzuti Companies

Planning Contact: Nichole M. Martin, AICP, Senior Planner

Contact Information: 614.410.4635, nmartin@dublin.oh.us

Case Information: www.dublinohiousa.gov/pzc/21-156

RESULT: The Commission provided review and feedback on the proposal noting appreciation of the applicant providing a larger vision and further refinement of the concept. The members supported the connectivity provided for pedestrians, vehicles, and open space; and sensitivity to environmental features. The Commission expressed support of residential in the Metro Area, but expressed concerns about location along I-270 and the challenges that accompany this use, including aesthetics and noise. The Commission encouraged the applicant to provide further refinement of the architectural design and the opportunity for the reduction of surface parking and inclusion of structured/covered parking.

MEMBERS PRESENT:

Warren Fishman	Yes
Mark Supelak	Yes
Rebecca Call	Yes
Leo Grimes	Yes
Lance Schneier	Yes
Kim Way	Absent

STAFF CERTIFICATION

DocuSigned by:

 294AB06333F490...
 Nichole M. Martin, AICP, Senior Planning



MEETING MINUTES

Planning & Zoning Commission

Thursday, January 20, 2022

CALL TO ORDER

~~Ms. Call, Chair, called the meeting to order at 6:30 p.m. and welcomed everyone to the January 20, 2022 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, both from meeting attendees and from those viewing at the City's website. Remote viewers could submit questions or comments during the meeting by using the form under the streaming video at the website. Their comments would be relayed to the Commission by the meeting moderator. The City is interested in accommodating public participation to the greatest extent possible.~~

PLEDGE OF ALLEGIANCE

~~Ms. Call led the Pledge of Allegiance.~~

ROLL CALL

~~Commission members present: Rebecca Call, Warren Fishman, Lance Schneider, Mark Supelak, Leo Grimes
Commissioners excused: Kim Way, Jane Fox [no longer will be serving as Council liaison/Commissioner]
Staff members present: Jennifer Rauch, Nicole Martin, Thaddeus Boggs, Michael Hendershot, Chris Will, Tina Wawszkiewicz~~

APPROVAL OF MINUTES AND ACCEPTANCE OF DOCUMENTS

~~Mr. Grimes moved, Mr. Fishman seconded approval of the December 8, 2021 meeting minutes and acceptance of the documents into the record.~~

~~Vote: Mr. Supelak, yes; Mr. Schneider, yes; Mr. Grimes, yes; Mr. Fishman, yes; Ms. Call, yes.
[Motion approved 5-0.]~~

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

INFORMAL REVIEW

1. 3 Metro Place at PID: 273-010449, Informal Review, 21-156INF

Ms. Call stated that this application is a request for Informal Review and feedback for the proposed construction of two, four-story, multi-family buildings consisting of 265 units, amenity spaces, and associated site improvements within the context of a framework plan. The 27.48-acre site is zoned Office, Laboratory and Research District and Planned Unit Development, Waterford Village, and is located southwest of Metro Place South ±2,400 feet west of the intersection with Frantz Road.

Staff Presentation

Ms. Martin stated that this proposal was previously considered by the Planning and Zoning Commission on November 16, 2021. In response to the Commission's feedback, revisions to the plan have been made and are presented tonight for further consideration and feedback. There are two sites under consideration this evening. Phase 1, Site 7, is a 12.75-acre site located southwest of Upper Metro Place S. partially within Metro Center and partially within Blazer Research District. Phase 2, Site 6, is a 19.01-acre future development site located north of Blazer Parkway and south of Smiley Park within the Blazer Research District. In response to the Commission's previous comments, the applicant has provided a conceptual framework plan, as well as phasing. Phase 1 will be a multi-family residential development located in proximity to the potential future development. The site will be connected via greenways to the overall park network within the City. The conceptual plan proposes vehicular access from Metro Place South to Blazer Parkway and establishes a grid in which future development could occur in an orderly manner. This area is within the Dublin Corporate Area Plan (DCAP) Special Plan area. Even though the site has a variety of existing zoning classifications, it is proposed to be rezoned to a Planned Unit Development. The Community Plan is the guiding document. The DCAP highlights specific development sites for opportunity, which the City is interested in leveraging for redevelopment to invigorate its legacy office areas. The sites under consideration are Sites 6 and 7, which have an additional level of detail beyond the Future Land Use recommendations, which are MUR1 and MUR2. Site 7 is recommended for a variety of uses, including office development, high-density multifamily, and hospitality. The intent is to add buildings of height along the highway and complement the surrounding office buildings, providing activity 24 hours/day. Site 6 is intended to provide a residential use to support the surrounding office and technology uses.. Both pedestrian and vehicular connectivity would be provided and the quality of greenspaces emphasized. [Images of the surrounding development character shown for context.] The surrounding office structures include one nine-story and two four-story buildings reflecting the traditional architecture typical when Metro Center was built. The western edge of the site is adjacent to I-270. The applicant is seeking the Commission's feedback on the proposed Phase 1 site plan, including the site layout, uses and development character. Consistent with the previous iteration, the revised proposal for Phase 1 is for two, four-story, multifamily buildings, containing approximately 265 units with a density of 21 dwelling units/acre; the Community Plan contemplates 30 dwelling units/acre. Surface parking is proposed on all four sides of the buildings, including adjacent to I-270. A private amenity space is located centrally. The buildings are proposed to be primarily clad in a dark gray brick with a wood-look Nichiha material used for architectural accents. The buildings include modern loft fenestrations with black frames. Outdoor patios and shared roof-top terraces are incorporated into the building design. The following questions have been provided for the Commission's discussion:

- 1) Understanding the development framework plan, is the Commission supportive of the proposed use for the Phase I site, based on the Community Plan and surrounding context?
- 2) Does the Planning and Zoning Commission support the conceptual site layout including building, parking, and open space locations for Phase I?
- 3) Is the Commission supportive of the conceptual mass, scale and height of the buildings?
- 4) Is the Commission supportive of the proposed architectural character and building materials?
- 5) Is the Commission supportive of the conceptual development framework for the Future Phase?

Commission Questions for Staff

Mr. Fishman stated that when this area was rezoned, the argument was made that the existing office tenants were in need of amenities, such as restaurants, health spas and uses, which would eliminate their need to drive elsewhere for those needs. The timing of this proposed project off; it would place more people within this area, still without adding any amenities. That does not solve the problems of

the empty office buildings and the need for the existing office users to drive elsewhere for needed amenities. His understanding was that mixed-use would be considered first. This plan would exacerbate the existing problem.

Ms. Martin responded that it is correct that the intent of the DCAP Special Area Plan is to reinvigorate the legacy office space within the City, particularly with the recent pandemic experience and the ways in which people now are working. To remain competitive as a municipality, the intent is to re-think how we look at some of these established areas within the City. The DCAP was well timed to provide a framework to catalyze development within the area. It is a question of which should come first, the people or the restaurants. Typically, people are needed first to support the restaurants and create 24-hour vitality in the area, including on weekends. This area is very quiet on the weekend.

Ms. Call asked Ms. Rauch to review the timeline and Community Plan recommendations for this particular area.

Ms. Rauch stated that DCAP in its original form was approved in 2018. The Community Development Committee (CDC) and representatives of the property owners of the inner loop of Metro Center have been focusing on possible improvements for that area, particularly along Frantz Road, including the branding, uses and mix of development that would be appropriate there. Proposed amendments for that inner loop area are being introduced to City Council at their next meeting on January 24, with anticipated approval at the second reading of the legislation.

Ms. Call inquired about the proposed recommendations.

Ms. Rauch responded that the proposed amendments focus on the opportunity for infill development in the area along Frantz Road and propose more density and intensity to support redevelopment within the Metro Center area.

Applicant Presentation

Jim Russell, Executive Vice President, The Pizzuti Companies, 629 North High Street, Columbus, OH 43215, stated that he has been with The Pizzuti Companies for 24 years, and for that length of time, they have attempted to market this site while developing three of the adjacent office buildings. Although the site has great visibility, it is a challenge to add more office where there is already an abundance of office space. They were very excited when the City began to advance discussions on how to invigorate this area. Along with a desire to include beautiful projects, it is essential to function within the existing market; this factor determines where they can invest money. The recent experience with Metro Center has been that high occupancy and restaurants have left the area. It is important to evolve with the market, and today, people want to live closer to where they work. They also desire a walkable, connected environment with respite areas. The question is how to achieve that within an older, established office park. The City's efforts are commendable; not all communities in Central Ohio are doing this. The opportunity to add intensity and density here will generate the in/out traffic the businesses will need to energize the area. Mixed uses are needed here, and they are willing to take the chance on adding residential to an area that was not traditionally residential, because it reflects the current market. They have advanced acquisition of the adjacent property, per the Commission's previous direction. Council's input tonight will provide them more comfort on improving and advancing the project.

Mr. Schneier inquired if the proposed architectural design reflects the applicant's desires or what they perceive the Commission to desire. Have they explored other designs that were not advanced for various reasons?

Mr. Russell responded that if a design will not work both financially and with the market, they would not propose it. They take pride in how a development looks and interacts and have attempted to create a design with a unique feel that fits within the neighborhood and existing buildings. Although adjacent to

I-270, the proposed buildings also will be adjacent to and have views of green areas. There is an opportunity to create a hidden, but connected oasis. They believe the proposed architecture will meet the market.

Jeff Pongonis, Principal, MKSK, 462 S. Ludlow Street, Columbus, OH 43215, provided an overview of the site plan, including the size, scale and location of Sites 6 and 7, which are located in the middle of the study area. The proposal aligns with the Dublin Corporate Area Plan. Adding some residential use will provide density and reinvigorate the existing single-use office park. It will also create a series of connectivity opportunities, including roadways, sidewalks and trails and make a connection to Cosgray Ditch and Smiley Park, which run east-west of the site. To the left of the site is an opportunity for a connection from Metro Place to Blazer Parkway. They would like to connect the City's landscape and regional green assets to Metro South and Blazer, making it not only a focal point for the proposed projects but for the entire Metro Place corporate area. In response to Mr. Fishman's comment about the intent to add amenities to this office park, it is important to provide the density first. In addition to people working there, people living there would provide 24-hours/day life within the area that will support restaurants and retailers. [Reviewed the framework plan of Phase 1 and Phase 2 for the two sites.]

In Phase 1, connection will be provided from Metro Place South and a street-like environment created in front of the Phase 1 buildings. The site plan illustrates a possible connection to Blazer Parkway, beginning to create a street grid and walkable neighborhood that is connected to the public streets and also to the greenway system. There are constraints with the Phase 1 site, including overhead, east-west power lines and an underground, east-west gas line. The site plan places the buildings north of those lines; infrastructure, parking, stormwater and some open space have been placed south of those lines. They are attempting to use the site as efficiently as possible to create a neighborhood environment. The main drive enters the site from the north and extends south to the Phase 2 site. It is not designed to end at a parking lot with head-in parking, but a street with parallel, on-street parking. Another constraint is the Cosgray Ditch and floodplain. As reflected on the site plan, the interior courtyards will be rich, robust with amenities and pool. The exterior of the site will be landscaped well and will be connected to the Phase 2 site and the east-west greenway corridor.

Liz Meso, Senior Designer, M+A Architects, 775 Yard Street, Columbus, OH, stated that this site has a long throat entrance, which will be leveraged to create the impression of a hidden oasis. The primary architectural material is masonry; the secondary material is a wood-like fiber cement panel. From a massing perspective – there will be two buildings of a simple block form, which will relate to the adjacent office buildings. The biggest asset is the expansive (nearly an acre), hidden garden in the center. It will not be gated but provide a connection with the amenities along Cosgray Ditch. The stormwater retention component will provide a water feature surrounded by a shared use path. The trail network will provide a benefit not only for the residents of the proposed development but also the nearby office workers. Because of the gas and electric easements, the buildable area is approximately 0.86 acres; the proposed density of Phase 1 is 31 units/acre; the density of the entire 12.6-acre site is approximately 20 units/acre.

Commission Questions

Ms. Call inquired if consideration had been given to a taller building and more units.

Mr. Russell responded that they appreciated the fact that the City was encouraging them to go bigger and taller. They considered the potential for an 8 or 9-story podium building, but the economics did not work. At staff's suggestion, they also contacted adjacent property owners regarding the potential for a shared parking arrangement, which would allow them to consider a higher-density development. However, no property owner was interested in shared parking. Consequently, they have proposed 4-story structures, which will be consistent with the adjacent office buildings.

Ms. Call stated that he had mentioned a podium building, so she assumes they investigated the potential of elevating the building and providing parking underneath.

Mr. Russell responded that they had done so, as they were aware of the opportunity provided by the existing 9-story building to the north. However, if they had been able to propose the 9-story building, it would have over-shadowed the adjacent 4-story buildings to the east. They have considered all the possibilities and proposed a building that is economically feasible but also complementary to the surrounding development.

Mr. Schneier inquired if the proposed number of parking spaces was driven by Code requirements or the market. Hypothetically, if the City were to permit fewer parking spaces, would that impact their ability to consider a higher building?

Mr. Russell responded that they typically look at the market, also knowing that they must meet Code requirements. There is no available adjacent parking, and the potential residents of these luxury residential units would object to a necessity to park a distance from their building. They do not believe it would be advantageous to lower the number of parking spaces to build a higher building. Their proposal is based on both the market and the site.

Mr. Schneier noted that if the intent is to market this as a luxury residential project, none of the parking appears to be covered.

Mr. Russell confirmed that it was not.

Mr. Fishman stated that consistent with his previous comments on this proposal, he is not enthused about its nearness to and view of I-270. Podium parking for the same number of units would have permitted more greenspace in place of the proposed surface parking. For many reasons, if he were one of the prospective residents, he would prefer parking beneath the building rather than an outside parking lot.

Mr. Russell responded that the costs require a tradeoff, and their preference is to invest in the quality of the rental units. They believe the site plan provides a large amount of greenspace and the desired connections for the Metro Place residents. They have looked at all the options and attempted to achieve the right balance here, while making the economics work.

Mr. Fishman stated that the Commission is not looking for another Bridge Park development here. However, this is an entrance point to the City, and it is important to have as much greenspace here as possible. He would be much more in favor of podium parking than what is proposed.

Mr. Russell responded that although not expected to replicate Bridge Park, the City's desire is for higher buildings and greater density, which is similar to Bridge Park. There is more greenspace and green connections here than exists in Bridge Park. People prefer choices. While some folks desire living within a more active area, like Bridge Park, there are also people who want to live near but not in it. Their preference is a quieter place in the evening, but with connections and greenspace. This would provide a place for the adjacent legacy office workers to live nearby. The issue is identifying the mix that will work with the market.

Mr. Fishman stated that one of the primary issues the neighborhood residents voiced when the rezoning of this area was being considered was the need to preserve the greenspace. He would encourage the applicant to eliminate a view of even more vehicles. Because the proposed buildings will exceed three stories, they will have elevators, which makes podium parking more feasible. That would be more desirable than surface parking and buildings located close to the highway.

Mr. Russell stated that they do not disagree, but this is primarily an economic issue. They constructed the two adjacent office buildings with underground parking, but that was made economically feasible only by the City investing in the project. Building costs have increased significantly today. However, with

this location, the current housing market and available housing, he believes people will be interested in living here.

Commission Discussion

Mr. Supelak stated that the issue with the previous iteration was that there was no context. The applicant now has provided that in a meaningful manner. In spite of the many site constraints, the proposal reflects sensitivity in many ways. His primary discomfort stems almost solely from the relationship of the proposed residential to the highway. The building's relationship to I-270 remains the same as in the previous version – fully facing the highway. As he has continued to consider this issue, his position has become even more adamant. Dublin does not have residential uses located adjacent to highway. This entire corridor is comprised of large-scale commercial buildings. In scouring the entire outer edge of this area, there are only one or two small points where residential abuts the expressway, and those areas are well endowed with tree buffers. What is proposed here would be an exception, and his personal discomfort is increasing due to that factor alone. He is not generally averse to placing a residential use within this area; such an inclusion would be beneficial. He agrees with the need for sequencing residential and retail development. He is not averse to residential being located on Site 7, but is not supportive of residential abutting the highway. There remains an opportunity for a mixed use. It may require further manipulation of the massing and parking in order to expand the buffer more robustly and avoid having a residential building with a direct view of I-270. Buildings located adjacent to a highway are the least desirable in which to live. He applauds the positive elements -- the connections, the creative use of the floodplain and detention pond, and treating the drive aisle as a streetscape. However, the building on the left remains a major concern.

Public Comment

The following public comment was received:

Gerald Kosicki, 4313 Wyandotte Woods Blvd., Dublin, OH, 43016:

"There is much to like about this, but the lack of covered parking seems to be a huge issue. Can you really call this a luxury apartment with just a parking lot?"

Deb Allard stated that she previously worked at Quantum Health. When Quantum Health located in Metro Place, the employees were advised of four or five potential residential areas within the area. Cardinal Health also is located nearby, so there are many employees who might be interested in the proposed residential units. She believes there is potential interest, but agrees that the location next to the highway would be an issue. Perhaps a stone wall in addition to a tree buffer could be considered

Ms. Call noted that the area adjacent to I-270 lies within the purview of the State not the City.

Mr. Grimes stated that he has the same concerns about the location of a residential building up against a freeway. He believes there is a need and demand for this product within this area, and that there is an opportunity to include residential here, providing vitality 24 hours/day within Metro Place. He has concerns that the architectural design does not fit well with the existing office buildings. Additionally, what is proposed cannot be called luxury residential, when the only parking provided are uncovered parking lots. If he were paying for luxury residential, he would not want his car sitting outside for a lengthy period of time, even if he worked within that area. He likes the park space and the connections to the existing Cosgray Ditch. In summary, the exterior of the structure seems common, rather than exceptional. He believes the proposal needs much more work, particularly in regard to visibility of the freeway, to make it an appealing opportunity. The massive amount of surface parking in this area is a significant issue.

Mr. Schneier stated that there appears to be a theme. He does not object to a residential use in this area. Dublin cannot fight what he believes to be a permanent trend and force more office development.

There is less need for additional office today, and the City is not unique in that aspect. Therefore, the proposed use is not a concern; the density and the parking are issues. A larger building that made a statement along I-270 would be more appealing. Is it our desire that people drive by and not notice the development because it fits within the surrounding area, or do we want people to notice it because it is outstanding? He believes it is complementary to what exists there, but is that the desired standard? As the first residential development in this area, there is the potential to make it very special, which he does not believe this is.

Mr. Fishman stated that the applicant has done a commendable job in creating a Concept Plan that meets what is expected. He was serving on the Commission in 1977 when the Metro Center was developed, and there was significant objection to placing a commercial use there at that time. He agrees with his colleagues that there is a need for something special here. He really objects to having more surface parking. These residential units are being referred to as luxury apartments; personally, he would not be interested in a luxury apartment that had no garage, especially in a commercial area and potential vandalism issues. If this concept worked, however, people living in these units will be able to walk to work in Metro Place. He attempted to look up the percent of people who live and work in adjacent buildings, and found the percent to be very low. In that case, most of the residents of the proposed apartments would not work in Metro Center and will rely upon their vehicles. What he would prefer to see is simultaneous development of the residential use and retail amenities, such as restaurants. That would encourage the residents of these apartments to remain within the area. That was the vision sold to the Commission when they agreed to the rezoning of this area -- the idea that the office workers could walk to a nearby restaurant for lunch. He would like to see something really special here. In his experience, the next developer will mimic the first. If this project is spectacular, the next one will be, as well. The layout is very nice; the applicant has provided what was requested. However, more greenspace is needed; what is not needed are buildings located next to the highway. He has no objection to placing a residential use within the area, but, as the first such development here, it must be more spectacular, have underground parking, significant greenspace and water features.

Ms. Call stated that if this were an independent site plan with no relationship to I-270, what is proposed is phenomenal. The applicant has utilized a build envelope with some very challenging components, including the narrow neck entry, Cosgray Ditch and the utility easements. The mass and scale of the different size, multi-story buildings -- Buildings A and B, is phenomenal. Because it is a secondary building material, the Nichiha building material is not an issue. However, the Commission is an administration body, and its decisions must be based on the Community Plan. Because discussion of that topic is anticipated at the next City Council meeting, she will be interested in seeing if Council provides any direction to the Commission concerning the Community Plan. With the current vision defined by the Community Plan, it would be necessary to either make the building higher, shift the residential density to the back of the site, or perhaps, make the leg of Building B, which faces I-270, a mixed use. There is already plenty of office space in the area, and today's work environment is shifting. She compliments the applicant on the exceptional framework and detail of the Concept Plan. The Commission is interested in what the applicant would propose for the second parcel; a residential development would work there, as it would not be located next to the freeway. There should be some creative parking solutions available that would not negatively impact the economics of the proposal. The Commission recognizes that this is a challenging parcel, which has been a liability for the property owner for several years. However, the Commission must look at the longevity of this particular area with an awareness of the shift in the workplace, decreasing the need for office use.

Ms. Call inquired if the applicant would like to provide any additional comments or desired additional clarification from the Commission.

Mr. Russell stated the conceptual renderings are not completed architectural designs. They would construct something much more enhanced; that is a hallmark of The Pizzuti Companies. Their company is typically the first developer, and as such, they work out the more difficult issues with the Commission and City Council to ensure the final products would be financially feasible. They can meet those challenges. As has been stated, this is a changing environment, which has been occurring for some time. He would like to clarify his reference to luxury apartments. They will be investing money in the rental units, not parking facilities, as the market indicates that renters are seeing a high level of comfort, finishes and amenities, and are willing to pay for that. What they would build here would meet that need. In his personal experience, there is a difference in the places in which this generation and the following want to live. He has experienced apartment living adjacent to a highway and understands the concerns; however, the construction world also is evolving, and due to glazing, buffering and other options, many of those issues can be mitigated. They would like to have the Commission's support on advancing the project, addressing as many of the issues and comments as possible. It is important to have a level of comfort in investing additional dollars to look deeper into those issues. They are willing to explore opportunities, such as a partnership, to address the concerns.

Ms. Call stated that she could not provide any significant support until City Council's discussion at its next meeting concerning future directions for the Community Plan.

Mr. Supelak stated that outside the context of the highway, there are many nice components of the Concept Plan. His primary concern is that Dublin does not have residential uses located along the highways. As he stated with the previous iteration, any residential proposal must reflect a high level of sensitivity. Unfortunately, the revised proposal continues show a building facing and located even closer to the highway. That is the critical point. It would be essential for the applicant to resolve that issue, perhaps by incorporating mixed-use or by locating the residential buildings differently, not adjacent to the highway. The immediate view from a balcony or front door should not be of the highway.

Mr. Fishman stated that it has been said before that if a developer cannot build a project that is an attribute to Dublin as well as financially feasible for the developer, it should not be built. Unless there is underground parking, more greenspace and an architectural "Wow" factor, he cannot support this project. He has no objection to placing residential in this area, but perhaps it should be in the next phase.

Ms. Call thanked the applicant for their presentation.

2. ~~Bright Road Senior Housing & Healthcare Residences at 7315 & 7379 Sawmill Road; 3870, 3876, 3888, 3900, 3950, 3960, 4000, & 4030 Bright Road; and PID: 273-012155, 19-115CP, Concept Plan~~

~~Ms. Call stated that this is a request for review of a Concept Plan for a full service, 55 and over, healthcare and housing community. The 21.50-acre site is located northeast of the roundabout of Emerald Parkway and Bright Road and zoned Restricted Suburban Residential District, Planned Commerce District, and Planned Unit Development District, Northeast Quad.~~

Staff Presentation

~~Mr. Will stated that this site is located in east Dublin, north of Bright Road, west of Sawmill, east of Emerald Parkway and south of the Life Time Fitness facility. The 22-acre site also includes approximately 3.5 acres of City-owned property. The Community Plan Future Land Use recommendations are Neighborhood Office/Institutional and Parks/Open Space in the northwest corner of the site. The Bright Road Special Area Plan provides further recommendations, seeking to strategize to preserve key natural features, encourage greater open space and connections and protect and buffer~~



RECORD OF DISCUSSION

Planning & Zoning Commission

Tuesday, November 16, 2021 | 6:30 pm

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

**1. Three Metro Center at PID: 273-010449
21-156INF**

Informal Review

Proposal: Informal review and feedback for construction of two, four-story, multi-family buildings containing 265 units, amenity spaces, and associated site improvements. The 12.75-acre site is zoned Office, Laboratory and Research District and Planned Unit Development District.

Location: Southwest of Metro Place South ±2,400 feet west of the intersection with Frantz Road.

Applicant: Lori Bongiorno, M+A Architects

Planning Contact: Chase Ridge, Planner II, AICP Candidate

Contact Information: 614.410.4656, cridge@dublin.oh.us

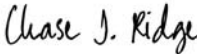
Case Information: www.dublinohiousa.gov/pzc/21-156

RESULT: The Commission provided non-binding feedback on the proposal to construct two, multi-family buildings on a 12.75-acre site on Metro Place South. Members expressed mixed opinions regarding the residential use along I-270. The Commission sited concerns with the site layout, primarily regarding public access to the proposed open space. Members expressed that the project should be taller and denser, if residential is to be built on the site. Members generally agreed that the exterior of the buildings needed more masonry, and that the architecture should be more unique.

MEMBERS PRESENT:

Jane Fox	Absent
Warren Fishman	Yes
Mark Supelak	Yes
Rebecca Call	Yes
Leo Grimes	Absent
Lance Schneier	Yes
Kim Way	Yes

STAFF CERTIFICATION

DocuSigned by:

 Chase Ridge, Planner II, AICP Candidate



~~Terraces, and Case 3 – Jerome High School Classroom. She inquired if any Commission member requests to have one of the cases moved to the regular agenda for discussion purposes. [No member requested that a Consent Case be moved to the regular agenda.]~~

CONSENT AGENDA

2. ~~Towns on the Parkway at PID: 273-008811, Amended Final Development Plan, 21-160AFDP~~

~~Amendment to permit terraces on select front-facing, end units for a recently approved attached, single-family development. The 11.61-acre site is zoned Bridge Street District, Sawmill Center Neighborhood and is located northwest of the intersection of Village Parkway with John Shields Parkway.~~

3. ~~Jerome High School at 8320 Hyland-Croy Road, Amended Final Development Plan, 21-162AFDP~~

~~Allowance for a ±11,550-square-foot modular classroom building. The 88.17-acre site is zoned Planned Unit Development District and is located northeast of the roundabout of Hyland-Croy Road and Brand Road.~~

~~Mr. Supelak moved, Mr. Way seconded approval of the Consent Agenda cases.~~

~~Vote: Mr. Way, yes; Mr. Fishman, yes; Mr. Supelak, yes; Ms. Call, yes; Mr. Schneier, yes.
[Motion approved 5-0.]~~

~~Ms. Call swore in those individuals intending to give testimony at the meeting.~~

NEW CASES

1. Three Metro Center at PID: 273-010449, Informal Review, 21-156INF

Informal review and feedback for construction of two, four-story, multi-family buildings that are cumulatively 258,000 square feet in size consisting of 265 units, amenity spaces, and associated site improvements. The 12.75-acre site is zoned Office, Laboratory and Research District and Planned Unit Development District. The site is southwest of Metro Place South ±2,400 feet west of the intersection with Frantz Road.

Staff Presentation

Mr. Ridge stated that this is a request for an Informal Review and nonbinding feedback on a proposal to construct two, four-story, multi-family buildings on a 12.5-acre site located on Metro Place South. The northern portion of the site is heavily wooded and sparse vegetation exists on the southern portion. Cosgray Creek runs along the southern property line, and I-270 is located immediately to the west. The site encompasses two zoning districts: Office, Laboratory and Research District and the Waterford Village Planned Unit Development District. The entirety of the site is within the Dublin Corporate Area Plan (DCAP), which calls for a mix of uses, including Residential, up to 30 dwelling units/acre. Additionally, it promotes walkability and increased amenities and vibrancy outside of typical office hours. This particular site is identified as Site 7 in the DCAP Plan, which calls for four to eight-story buildings as well as higher density, multifamily and hospitality uses. The site is surrounded by office buildings and, to the north, hospitality uses. The buildings within that area

range from four to nine stories in height and are typically constructed of glass, stone and concrete. There is a significant amount of surface parking immediately adjacent to the site.

The proposal is for construction of two, four-story buildings: Building A (159,084 square feet) and Building B (98,775 square feet) containing 265 dwelling units (1, 2, and 3-bedroom units), a centrally located courtyard, a pool, 387 parking spaces, and public open space on the southern third of the site. Access will be retained from Metro Place South. Conceptual architecture has been provided for the Commission's consideration. The four-story buildings will have a fifth floor amenity space on select corners. The buildings will be contemporary in design, utilizing dark, earth-tone colors, with a number of balconies on each elevation. The first-floor amenities include a lobby, fitness center and lounge area. Conceptual materials include a charcoal color fiber cement panel and Nichiha vintage wood cement panel. The DCAP recommends high quality materials, including but not limited to brick, stone, glass, metal, concrete and wood. Inspirational images of the open space and courtyard area were provided in the meeting packet. The following questions are provided for discussion:

- 1) Is the Commission supportive of the proposed land use based on the Community Plan and surrounding context?
- 2) Does the Planning and Zoning Commission support the conceptual site layout including building, parking, and open space locations?
- 3) Is the Commission supportive of the conceptual mass, scale and height of the building?
- 4) Is the Commission supportive of the proposed architectural character and building materials?

Applicant Presentation

Lori Bongiorno, Director of Mixed Use, M+A Architects, 775 Yard Street, Columbus, Ohio 43212, stated that due to the long entry drive into the site, the overall site design is that of a secret garden that is connected to the leisure trails and outdoor space. The creek will be made a feature surrounded by various amenities, including a dog park and pickle ball court.

Commission Questions

Mr. Schneier inquired how the public would access the greenspace.

Ms. Bongiorno responded that there would be a walk from the drive to that area. Connections to the trails may be provided in a potential second phase.

Mr. Schneier noted that the area is not known for its walkability. A line on the site plan apparently denotes the pedestrian access, and presumably, people could also drive to that point. Will public parking be provided there?

Ms. Bongiorno responded affirmatively.

Mr. Way inquired if there were any limitations to developing the site to the south.

Ms. Bongiorno responded that she is aware of none.

Mr. Way inquired the reason that more of the available site was not used.

Ms. Bongiorno responded that area contains Cosgray Creek, a power line easement, and area for stormwater retention and a dog park.

Mr. Way stated that there is opportunity on the site for 380 units, but only 265 units are proposed. They appear to be leaving opportunity for further density/intensity to be added to the site.

Ms. Bongiorno responded that their intent is to develop only 265 units at this time and preserve the open space.

Mr. Ridge stated that there is also floodplain associated with Cosgray Creek, which limits the building area somewhat. It is not a significant area and was not designated on the site plan.

Commission Discussion

Ms. Call requested Commission members to comment on the discussion questions, which include:

- 1) Is the Commission supportive of the proposed land use based on the Community Plan and surrounding context?
- 2) Does the Planning and Zoning Commission support the conceptual site layout including building, parking, and open space locations?
- 3) Is the Commission supportive of the conceptual mass, scale and height of the building?
- 4) Is the Commission supportive of the proposed architectural character and building materials?

Mr. Way stated that he is supportive of residential use in the Metro Center area but is not sure this is the correct place for residential at this time. It seems to be an island, not connected to any other residential areas. Along the entire I-270 frontage from Tuttle Crossing to Sawmill Road, there is no other residential development. This portion of Dublin has a strong emphasis on commercial, hotel and office uses. Introducing residential development here is inconsistent. However, if there were a larger emphasis of residential in Metro Center, this would be consistent with that larger plan, which he would support. If there is a Phase 2 to this development, it could influence his view. However, a solitary island of residential development does not fit with the surrounding area. A hotel or offices would be more consistent with what exists in Metro Center. The DCAP indicates that Office Use is the preferred use. Concerning the conceptual layout -- he believes there is opportunity for more density and intensity on the site. The additional questions regarding architectural character and massing are secondary, as he does not believe this is the right use for the site.

Mr. Supelak stated that this is a challenging site tucked back in the corner. Essentially, he agrees with Mr. Way. In general, residential development is good, but it must be done carefully. There are some good ideas for the site design, including the secret garden; however, it does not connect to the existing fabric of the area. Density and intensity could affect how the site is laid out, as well as the mass, scale and height of the buildings. Any residential development near I-270 would need to be done with sensitivity. He is supportive of residential use here, but not with the proposed plan. Increasing its density and intensity would make the development more in context with its setting.

Mr. Fishman stated that he does not believe residential use is appropriate along I-270. As previous meeting minutes reflect, the intended uses are Office, Laboratory and Research. Typically, people do not want to live in areas that back up to a freeway. He is also concerned about the entry through Metro Center. As indicated in the meeting materials, the proposed multifamily is estimated to have 2.5 parking spaces per unit. If this development is approved, these will not be the only units developed there; there will be a subsequent phase, which will result in the need for many vehicles to access the site. The conceptual architecture has a commercial appearance. The units are clad in fiber cement board, and do not reflect the Dublin character. In summary, he does not believe this is the proper use for this area.

Mr. Schneier stated that the Commission has expressed the desire for mixed use, greenspace and density, but at some point, those become mutually exclusive. He is supportive of the proposed residential use here. He had an office in Metro Center for many years and would rather see some

residential here than another office building. It would provide more interest in the community. There is a form of residential here – hotels, so not everything in Metro Center is office. Although he is supportive of adding a residential use, this is a difficult site to develop. The applicant has made a good attempt at that. The proposed height is less than the Metro V building, in which he had an office. He would support a residential use in this area. Whether we prefer to have a large portion of open space or density in this area needs to be addressed.

Ms. Call stated that she concurs with Mr. Supelak's comments. There could be a Phase 2, which would add more units. She believes that it should be possible for staff and the applicant to work together and arrive at a satisfactory plan for the applicant and the City. If the units were to be consolidated into a single building, it could allow for future expansion, consolidation of the open space, and the secret garden focus. She could be supportive of a residential use here, but the Commission would look at it critically, understanding that it is surrounded by Class A office space. That character must be retained, as it is the long-range plan of an anticipated Metro Place redevelopment. There is opportunity with the proposed massing. The Commission would review the architectural character in detail. She would recommend that the applicant pay careful consideration to Code-approved primary and secondary materials. She inquired if additional direction is sought from the Commission at this time.

Ms. Rauch responded that the Commission's input is helpful. The DCAP land use provisions include an opportunity for residential use on that site, and careful consideration will be given as to how that might be best achieved. It might need to be included holistically in a larger plan. Should the project move forward, a Preliminary Development Plan would be the next step.

Jim Russell, Ex. Vice President, Pizutti Companies, 629 N. High Street, Columbus, OH 43215, stated that he appreciates the Commission's comments. He would like to provide additional background on this site. They agree with the Commission's recommendation for greater density, but there are some site challenges to the south, including power lines. They are under contract, however, for purchase of the Ashland property to the south. They anticipate presenting future concepts that will show connectivity, additional units and another access at Blazer Parkway. He has been with the Pizutti Company 24 years; they have owned this property longer than that and have been trying to market it as office for many years in partnership with the City of Dublin. During that timeframe, both the City and what is desired in developments has changed. People want to live closer to their work and take advantage of all the qualities incorporated into Metro Center. Those qualities, including the greenspace, make it a desirable area for residential. They constructed three of the office buildings in Metro Place, but their current intent is to create a mix of uses, which will provide the City an alternative to Bridge Park. They recognize the factors that the Commission has pointed out and have been working on ways to keep what is desired, including the greenspace and connectivity, and soften the views. They are excited about the opportunity to make something happen on this site, as vacant property is not beneficial for them or the City.

Mr. Way stated the City's vision plan is looking at options for Metro Center. It would be good to include mixed-use in that future thinking.

Public Comment

Ms. Rauch stated that no public comments were received on this case.

Mr. Russell indicated that they would work with staff on incorporating the Commission's comments into a revised plan. No additional input is sought.

Ms. Call stated that the next two cases would be heard together.

4. ~~Ayrshire Farms at PID: 274-012321, Final Development Plan, 21-114FDP~~

~~Development of a 30-lot, single-family subdivision with 2.43 acres of open space and associated site improvements. The 11.37-acre site is zoned Planned Unit Development District, Ayrshire Farms and is located southeast of the intersection of Shier Rings Road with Cosgray Road.~~

5. ~~Ayrshire Farms at PID: 274-012321, Final Plat, 21-115FP~~

~~Subdivision of an 11.37-acre parcel to establish 30 single-family lots, three open space reserves, and three public rights-of-way. The site is zoned Planned Unit Development District, Ayrshire Farms and is located southeast of the intersection of Shier Rings Road with Cosgray Road.~~

Staff Presentation

~~Mr. Hounshell stated that this is a request for review and approval of the Final Development Plan and Final Plat for Ayrshire Farms. In March 2021, City Council reviewed and approved a Rezoning/Preliminary Development Plan/Preliminary Plat application to rezone 11.37 acres Planned Unit Development (PUD) District – Ayrshire Farms for the development of 30 single-family lots, 2.62 acres of open space, and three public rights-of-way. The site is currently vacant. The request is for approval of multiple minor text modifications, and approval of the Final Development Plan and a recommendation for Final Plat approval to City Council. With Council's approval of the Preliminary Development Plan, they requested a number of updates to the development text. The Minor Text Modifications provide the clarification requested by Council. The site plan provided is for a 3.33-acre site, consistent with one of the Text Modifications. The revised density is 2.65 dwelling units/acre. Additionally, there are 2.39 acres of open space split between the three reserve areas. The modifications in acreage, density and reserve sizes are the result of additional right-of-way dedication, which is required along Shier Rings Road. It reflects no changes in the site plan; the lots and open space do not change. He reviewed the requested Minor Text Modifications. Staff recommends approval of the 14 Minor Text modifications, as they do not significantly alter the Preliminary Development Plan or rezoning, but provide only needed clarifications. Staff also recommends approval of the Final Development Plan with four conditions and a recommendation for Council approval of the Final Plat with two conditions.~~

Applicant Presentation

~~Michael King, 5884 Dunheath Loop, Dublin, OH, stated that he is the managing partner of MC Shier Rings, LLC. With him tonight are Joel Perry, Project Manager, American Structurepoint, and Gordon Berkebile, Landscape Architect, POD Design. He would like to thank staff, the Commission and Council for all their input over the past two years. They have invested much work, made many changes, and the result is a very nice product for the City of Dublin. This boutique development will be an addition to his community; he lives approximately .25 mile from this site within the Ballantrae community. He requests the Commission's final approval of the project.~~