



MEETING MINUTES

Planning & Zoning Commission

Thursday, April 16, 2026

CALL TO ORDER

The meeting was called to order by Vice Chair Alexander at 6:30 PM at 5555 Perimeter Drive. He welcomed attendees and noted that the meeting could be joined in person or accessed via livestream on the City's website.

OATH OF OFFICE

Council Member Krumb was present and administered the Oath of Office to new member Victoria Newell.

PLEDGE OF ALLEGIANCE

Mr. Alexander led the Pledge of Allegiance.

ROLL CALL

Commission members present: Gary Alexander, Jamey Chinnock, Hilary Damaser, Dan Garvin, Kathy Harter, Victoria Newell.

Commission Members absent: Kim Way

Staff members present: Bassem Bitar, Thaddeus Boggs, Christopher Will, Ella Hancock

ACCEPTANCE OF MEETING DOCUMENTS

Mr. Garvin moved, Ms. Damaser seconded acceptance of the documents into the record.

Vote: Mr. Chinnock, yes; Ms. Harter, yes; Ms. Damaser, yes; Mr. Alexander, yes; Mr. Garvin, yes; Ms. Newell, yes.

[Motion carried 6-0.]

Mr. Alexander explained that the Planning and Zoning Commission is an advisory board to City Council when platting and property rezoning is under consideration, with Council receiving recommendations from the Commission. In other cases, the Commission has final decision-making responsibility.

He outlined the meeting procedures: applicants present first, followed by staff analysis and recommendation, Commission questions, public comment, then Commission deliberation. No new agenda items would be introduced after 10:30 PM. Speakers were asked to use the microphone and keep comments to 3 minutes.

Anyone intending to address the Commission was sworn in by Mr. Alexander.

CASE REVIEW

Case #26-013AFDP

Jerome HS Scoreboard – Amended Final Development Plan

Request for review and approval of an Amended Final Development Plan with text modifications to allow the replacement of the football/track scoreboard with adjustments to its size. The 87.58-acre site is zoned PUD: Dublin Jerome High School and is located at 8300 Hyland-Croy Road.

Applicant Presentation

Mark Ford, Ford & Associates, 1500 W. 1st Avenue, Columbus, representing the Dublin City School District (District), presented the case. He explained that the District had engaged them to examine all three high school scoreboards in the football and track facilities. Mr. Ford outlined three main objectives: standardizing the actual scoreboard section that displays scores and time, standardizing video board sizes across all three schools, and adding a decorative arch at the top with standardized fonts and each school's logo to create equity between the three schools.

Mr. Ford emphasized their goal to maintain and reuse existing structural components at each scoreboard location to avoid replacing foundations and structural beams. He noted that this particular case was unique because the site was a Planned Unit Development (PUD), requiring them to return to the original zoning text approved several years ago that defined what the scoreboard could be. Mr. Ford explained that the other two schools were zoned differently, allowing staff to review those administratively.

Mr. Ford described the current Jerome High School scoreboard as having a horizontal screen, unlike the more vertical screens at the other locations. He showed the existing scoreboard with its arch, block text, and large but technologically outdated video screen, along with sponsor panels along the bottom. Their proposal would reorganize these elements within the existing framework, providing standardized components while filling perimeter areas with sponsorship panels organized with a framework structure rather than having panels that simply abutted each other.

Mr. Ford clarified that the sponsorship panels would not be illuminated. He described them as metal face panels with sponsorship entity information. He explained that they had worked with staff to rewrite the 20-year-old zoning text to describe what they were requesting.

Staff Presentation

Ms. Hancock presented the staff report. She explained that an Amended Final Development Plan was required when requesting changes to an existing Final Development Plan. The considerations were in alignment with the approved development plan and consistent with surrounding character, with Commission action required.

Ms. Hancock described the site location at 8300 Hyland Croy Road. The Dublin Jerome High School football and track stadium is located on the north side of the property, with forestry to the north and west and Bishop Elementary School to the east.

Ms. Hancock provided background information, noting that the Final Development Plan was approved for Phase One of Dublin Jerome High School in December 2021. Based on historic aerial imagery from 2017, the scoreboard had increased in size, though there were no corresponding records of City approval.

The existing scoreboard measured 17 by 34 feet, approximately 500 square feet. The proposed replacement would measure 20 feet 4 inches by 34 feet, totaling about 688.5 square feet. The

proposed dimensions would provide uniform district-wide aesthetics while incorporating complementary design to display each school's name and logo.

Ms. Hancock explained that the text currently allowed for two advertising sponsor logos, and the proposed text would change this to allow eight. She noted that this new scoreboard would match the Coffman and Scioto High School scoreboards, which were previously administratively approved. Staff was supportive of all proposed modifications, allowing future modifications to go through the administrative approval process. All minor text modification criteria were met, and amended final development plan criteria were met or not applicable. Staff recommended approval with no conditions.

Commission Questions

Mr. Garvin asked for clarification that the Jerome High School scoreboard would be larger than the other two. Ms. Hancock confirmed this was correct, explaining it was based on the previous size. Mr. Garvin expressed understanding of this reasoning.

Public Comment

There was no public comment.

Commission Discussion

Ms. Newell stated that she has no concerns about the request.

Ms. Damaser moved, Mr. Garvin seconded approval of the Amended Final Development Plan.

Vote: Ms. Harter, yes; Ms. Newell, yes; Mr. Alexander, yes; Mr. Chinnock, yes; Ms. Damaser, yes; Mr. Garvin, yes.

[Motion carried 6-0.]

Case #26-006Z-PDP (Informal)

**Cosgray Commons – Rezoning with Preliminary Development Plan (Informal)
Request for review and non-binding feedback for a mixed-use development comprised of office, residential, commercial and open space. The 43.3-acre site is zoned ID-2, Research Flex District consists of two parcels and is located southwest of the roundabout at Post Road/State Route 161 (STATE ROUTE-161) and University Boulevard.**

Applicant Presentation

Aaron Underhill, Underhill & Hodge, 800 Walton Parkway, New Albany, described the project as a once-in-a-lifetime opportunity for Dublin, noting Dublin's history of significant projects like Muirfield, Bridge Park, and Cardinal Health. The mixed-use project would feature approximately 500,000 square feet of office and R&D space, two hotels and an event center, multiple retail uses, a high-end grocer space, and a major green space with an iconic architectural element and elevated walkway.

Mr. Underhill stated the project represented over \$900 million in investment between public and private improvements. He noted this was their third presentation to the Commission, emphasizing they had taken a measured approach with a team of consultants including Colliers as real estate and owner's representative, NBBJ leading planning and architecture, and American StructurePoint as civil engineer.

The project was pursuing a PUD, which Mr. Underhill noted had been commonplace in Dublin about ten years ago but had become less common with recent form-based codes. He explained that this particular development did not fit neatly into existing categories. Mr. Underhill noted that this project held the record for the largest zoning text he had ever written at 120 pages.

Mr. Underhill explained they were not expecting a vote, as they did not believe they would complete the process in one meeting for a project of this magnitude. The traffic study was ongoing, requiring negotiation of a memorandum of understanding (MOU) with city engineering staff and their traffic engineers, with completion expected in about 60 days.

The project owner and visionary was Mazar Hussein, a long-time Dublin resident who viewed this as a legacy project for both his family and the City. Mr. Hussein was described as a successful physician who owned dozens of properties throughout Ohio, having started urgent care businesses and discovered interest in the real estate component, leading him to develop larger retail projects. Mr. Underhill outlined broader considerations influencing the site, including the extension of University Boulevard, which could provide partial financing through tax increment financing revenues. The Cosgray Road widening was identified as a major driver, with Cosgray Commons providing all additional right-of-way needed for widening on their side of the street due to fractured ownership on the other side.

The proximity to the US 33/Post Road interchange was noted as critical to success, along with the Ohio University campus influence. The team had held multiple meetings with OU officials, including City representatives and the Economic Development Director, working to acquire what would be an orphaned piece of property when University Boulevard was extended.

Significant public infrastructure projects would include parking garages and enhancing green space as the organizing element, intended as a destination for people throughout Dublin and potentially beyond. Key features included the green spine, elevated walkway, and iconic overlook feature.

Gilley Zofan, 209 Columbia Avenue, Columbus, presented demographic and market analysis. Cosgray Commons would serve over 850,000 people within a 22-minute drive and more than 1.1 million people within 25 minutes based on 2025 demographic studies. The trade area offered substantially higher incomes than Easton, exceeding \$123,000 in a 22-minute drive. While Easton reached a larger overall population, Cosgray Commons' trade area was notably more affluent and growing at a faster pace.

The location is uniquely positioned to draw daily traffic from Central Ohio's strongest and fastest-growing communities, including Dublin, Jerome Township, Plain City, Marysville, Hilliard, and Delaware. Bridge Park's exceptional performance was cited, with approximately 556,000 square feet of Class A office space at 98% occupancy and roughly 230,000 square feet of retail space at approximately 94% occupancy.

Unlike Bridge Park, Cosgray Commons would benefit from direct freeway access to US 33, positioning it within a broader regional trade area, and enhancement by Costco's presence directly across the street driving consistent high-volume daily traffic.

Dan Ayers, NBBJ, 3995 Patricia Drive, Upper Arlington, presented the detailed site planning. He described this as a multi-phase, multi-generational project that would have lasting impact on the location and area, continuing to enhance opportunities for people to find places to live, work, and play in walkable communities.

The site's unique location offered connectivity opportunities, particularly with the future BRT line that could become an economic catalyst. Mr. Ayers noted the site's history and efforts to incorporate traditional elements into the development, including features referencing the house that was previously on the site.

The 43-acre site was relatively flat with only about a four-foot grade change across the overall site. To the south was a creek area from which they were set back. The site was currently zoned agriculture, with the Envision Dublin Community Plan designating it as a mixed-use center, requiring rezoning to accompany the PUD.

Mr. Ayers described extensive coordination with city staff regarding future circulation for roads around the site, including University Boulevard extension and other future transit locations. Three roundabouts on State Route 161 were already in place, providing access to the north side where most traffic was expected to enter via University Boulevard, with additional access from Cosgray Road and University Boulevard and from State Route 161.

The overall concept remained consistent with what was presented in the Concept Plan, growing from the south side and bringing large green space to the center of the site. The design overlaid a simple grid structure for circulation, including vehicular circulation and multi-modal opportunities with wider bike paths and separated pedestrian circulation through the site.

Mr. Ayers showed comparisons between the Concept Plan from a year ago and the updated plan, noting increased detail through work with American StructurePoint on water retention and development of individual parcels, enhanced streetscapes, road widths, and building setbacks both internally and externally.

The presentation included detailed renderings from various viewpoints. The northeast perspective showed the hotel as a key anchoring element for that corner, creating a signature arrival point. The first phase would include the hotel, a condo building, and an event center on the parking garage, with goals of getting people elevated to look out across the site.

The centerpiece observation tower would provide public access to elevated views around the city, not just ground-level activity. Setbacks on State Route 161 were 50 feet as the setback line, but actual buildings were closer to 75-80 feet at different locations, with some areas closer to the actual setback line but providing more depth than the minimum requirement.

University Boulevard setbacks were 25 feet, but the condo building was set back almost 80 feet. Various viewpoints showed the main entry point from State Route 161, retail and office arrangements, and the central green space with amphitheater areas and elevated walkway access. The living street concept would remove curbs to allow for markets and other activities, designed so the street could be closed while circulation around the site continued to function. This featured permeable pavement, greenery, and materials like cobbles that naturally encouraged slower driving speeds.

Building heights included three buildings at approximately 125 feet, taking advantage of building code requirements that change once structures exceed 125 feet. Five other buildings would be around 100 feet, with everything else dropping below that level. Most buildings were 8 or 9 floors, with the 125-foot buildings only slightly taller but in locations that fit the overall development.

The phasing plan showed how the development could build up over time, creating activity on the north side as quickly as possible. Office buildings were being considered as potential pad-ready sites, similar to Bridge Park, allowing buildings to be constructed when tenants were ready.

Mr. Ayers noted they had been intentional with moves throughout the design, providing extra space in front of buildings and residential units so sidewalks were not directly against building faces, with 5-10 feet of space for patios and outdoor areas.

Mr. Underhill concluded by noting the frequent use of terms like "uniquely Dublin" or "distinctly Dublin," expressing hope that this project embodied those characteristics and looked forward to Commission comments.

Staff Presentation

Mr. Will presented the staff analysis. The 43-acre site is located southwest of Post Road/State Route 161 and University Boulevard, is currently zoned ID-2 with the applicant requesting rezoning to PUD development. A tributary is located south of the site, with Cosgray Road and Fischl Industrial Park to the west, University Boulevard and future extension to the east, and State Route 161 to the north carrying heavier truck traffic.

This is an informal version of the Preliminary Development Plan brought to the Commission due to the large and complex nature of the mixed-use development. Staff is requesting more detailed feedback than typical informal reviews, but no action is required.

The case was most recently before the Commission in January 2025, where commissioners expressed general support but provided feedback that included emphasis on balancing employment uses with residential uses, concerns about building heights particularly at the hotel at the northeast corner, and exploring greater variety of building heights.

The Community Plan's future land use recommendation is mixed-use center, intended to establish vibrant mixed-use development organized around open space. Principal uses include office, hospitality, multifamily residential, laboratory space, and R&D, with supporting uses including parks, open space, commercial, and retail. Mixed uses are recommended both horizontally and vertically in strategic locations, with building heights between 2 and 8 stories emphasizing pedestrian accessibility and scale.

The site is within the West Innovation District Special Area Plan, primarily focused on supporting economic development. Specific recommendations include opportunities to expand the campus environment in a mixed-use setting and establishing a green edge along the south side of Post Road and State Route 161.

The Multimodal Thoroughfare Plan designates Post Road as an arterial street, University Boulevard as a commuter boulevard, and Cosgray Road as a connector boulevard. University Boulevard is intended to extend through the University Phase 3 project with preliminary engineering currently starting. Cosgray Road is intended to grow to a four-lane boulevard, with the City in early steps to study that road further.

Streetscape character recommendations include Post Road as a rural corridor with 100 to 200-foot setbacks, while Cosgray Road and University Boulevard are both recommended as traditional Dublin character with 100-foot setbacks or equivalent.

The proposed development includes mixed uses with buildings labeled A through J as organizing elements for both the site plan and development text governance. The Commission is asked to provide feedback on building uses, ground floor uses, and potential phasing and temporary conditions that could leave surface parking lots exposed to surrounding thoroughfares.

Building heights are higher than the Community Plan's 2-8 story recommendation, with heights taller toward Post Road and set back but also higher along perimeter streets. Staff is seeking Commission feedback on where deviations from recommendations might be supported.

Perimeter setbacks are critical for shaping buildable envelopes, buffering transitions between adjacent uses, preserving utility and landscape spaces, and softening development edges. These would be measured from future rights-of-way rather than current property lines.

The Cosgray Road perimeter is proposed at 20-foot minimum, 40-foot maximum setbacks, with an exception for southwest area J at 50 feet maximum. Building heights along this frontage reach 125 feet, compared to the Community Plan's 100-foot recommendation for this corridor.

University Boulevard proposes 20-foot minimum setbacks with 110-foot maximums and building heights of 125 feet or 11 stories. The OU campus to the east includes a mix of high-rise 3-4 story and low-rise 1-2 story buildings in existing and proposed development.

The Post Road/Staet Routw 161 perimeter proposes 50-foot minimum setbacks with 75-foot maximums and building heights up to 125 feet with 11 stories. The south tributary area proposes a 50-foot no-build zone from the Indian Run centerline with buildings up to 99 feet or 9 stories. Mr. Will discussed the relationship with the OU framework, which recommends creating an east-west green campus with a terminal signature building. The applicant had previously proposed green space in this area but now proposes a one-story commercial building with surface lot adjacent to it.

The open space framework comparison shows changes from the previously reviewed version, with staff and the Commission asked to provide feedback on translating this vision into development text and zoning.

Mr. Will presented five detailed discussion questions for Commission feedback:

- Support for perimeter building setbacks and heights, asking for specific feedback on each of the four frontages
- Support for building heights and transitions, considering proposed heights above or below future land use recommendations
- Support for uses and their arrangement, including balance of employment versus residential uses, specific uses to encourage or discourage, and phasing considerations
- Support for surface parking lots facing University Boulevard and relationship with OU campus
- Support for updates to the open space framework and ways to translate it to development text.

Commission Questions

Ms. Newell asked about fire service capabilities for the proposed building heights. Mr. Will responded that Washington Township provides safety services and would be considered during PDP review, but initial conversations had not yet occurred.

Ms. Newell asked about the tallest structure in the Bridge Street corridor. Mr. Will responded that the AC Hotel at 9 stories was currently the tallest. She also inquired about Bridge Street corridor acreage, with Mr. Will explaining the broader corridor was 1100-1200 acres while the Bridge Park development itself was closer in scale to the applicant's site.

Mr. Chinnock questioned the decision to increase density and height significantly from previous presentations. Mr. Ayers explained they were at 1.3 FAR (floor area ratio), on the low end of the recommended 1.5-3 FAR range. He described looking at the overall site opportunity and maximizing development potential, noting they added side roads similar to Bridge Park for circulation and parking garage access while keeping the central green space as pedestrian as possible.

Regarding adjacent property relationships, Mr. Ayers noted OU buildings would be shorter according to their master plan, with 4-5 story buildings. He emphasized this location as an innovation district where office buildings would naturally be taller, with first floors designed for R&D environments. The lack of existing context made design decisions challenging, but they saw this as setting a catalyst for future opportunities.

Mr. Chinnock asked about the breakdown of residential versus office versus retail. Mr. Ayers explained that commercial space (office, hotel) represented about 40 percent while residential was 60 percent, hitting typical mixed-use targets and working well for parking balance.

Regarding differentiation from Bridge Park, Mr. Ayers noted their site's separation and access differences would avoid direct competition. Their retail experience would be more centrally focused around open space rather than Bridge Park's linear retail arrangement. Mr. Zofan added that their

location provided regional trade area access that Bridge Park lacked, with daily drivers like Costco across the street and freeway access drawing from wider geographic areas.

Ms. Harter asked about SportsOhio connections and the significance of hotel guests potentially walking there. Mr. Ayers confirmed it was about a five-minute walk to SportsOhio's soccer fields, though they would need to address one AEP parcel between sites. Hotel operators had expressed significant interest based on SportsOhio activities and developments in Marysville.

Ms. Harter asked about OU officials' concerns regarding parking and building heights. Mr. Ayers reported that building heights had not been a concern in discussions, with OU seeing opportunities for enhancement. They were discussing potentially purchasing a wedge-shaped triangle of land when University Boulevard was extended.

Ms. Harter appreciated the grocery store consideration. Mr. Zofan explained they had discussed flipping the grocery store forward to University Boulevard instead of having parking there, with the store being 20,000-25,000 square feet in a market-style format serving both residents and daily commuters.

Regarding townhouse parking, Mr. Ayers explained townhouses would not have individual garages but could access internal parking garage spaces, keeping all parking internal without visible cars and driveways.

Mr. Garvin asked about the LED mesh tower advertising restrictions, Mr. Will confirmed that could be designed into the development text.

Mr. Garvin expressed concern about water retention and green space being in the final development phase, suggesting it should be available regardless of phasing completion. Mr. Ayers agreed they could provide paths and access from day one.

Mr. Garvin asked about surface parking necessity, with the team explaining temporary lots could serve construction staging and critical mass development while working toward public finance for garages.

Ms. Damaser questioned the interactive nature of taller office buildings with small setbacks on Cosgray Road. Mr. Ayers explained the goal of creating visible activity and access, noting their setbacks were similar to Riverside Drive next to Bridge Park. Buildings would not form a continuous wall, with condo buildings stepped back and retail elements pushed forward.

Regarding the observation tower's ADA accessibility, Mr. Ayers confirmed elevator access would be provided. For surface lot screening, he noted they would study internal screening if the grocery store was moved forward, with temporary lots designed to not be visible from roads.

Ms. Damaser asked about market studies for uses. Mr. Zofan explained their focus on creating higher-ceiling first floors for potential robotic displays and forward-thinking office space rather than standard low-height offices. They had hotel feasibility agreements and significant interest from operators, viewing this as headquarters-focused development rather than just land sales.

The team emphasized having activity through all hours of the day with residents, hotel guests, and employees creating market opportunities from sunup to sundown and late evening, important for retailer success.

Mr. Alexander asked staff about the green edge along Post Road's south side, confirming this was recommended for both traffic buffering and continuing campus-like environment. The West Innovation District was not envisioned as an urban district like Bridge Street District, instead blending with adjacent areas.

Mr. Alexander noted that while official plans existed for some adjacent areas, there were no current redevelopment plans for the Fischl Industrial Park properties. He asked about incorporating transportation plan elements like street typologies, with Mr. Will confirming these could be incorporated as they worked on their traffic impact study.

Mr. Alexander asked about parking lot policies. Mr. Will explained that each zoning district had different rules, but parking was typically not allowed forward of buildings without additional screening and landscaping requirements.

Mr. Alexander praised the presentation quality and documentation while questioning the move from asymmetrical to symmetrical planning given different street conditions and adjacent planned development. Mr. Ayers acknowledged this could be reconsidered, noting they were trying to work with similar-sized blocks but could look at whether the symmetry felt too rigid.

Regarding property donation for Cosgray Road widening, Mr. Ayers confirmed they would provide an extra 10 feet beyond current right-of-way, with setbacks measured from that new line. The actual distance from current road right-of-way would be about 70 feet rather than the stated 50 feet.

Mr. Alexander asked about bedroom restrictions in residential units, with Mr. Ayers confirming they initially limited to studios, one and two-bedroom units for parking calculations, but acknowledged the need to include three-bedroom and larger units to accommodate families.

Regarding sustainability measures beyond walkability, Mr. Ayers suggested setting up master plan guidelines such as LEED Gold neighborhood standards that would apply to sequential developments.

For controlling building appearance with different developers, Mr. Ayers referenced their experience with Scioto Peninsula where development text defined quality standards and materials, combined with a robust property owners association design review system that would vet projects before public review.

Public Comment

There was no public comment.

Commission Discussion

Ms. Damaser expressed concern that setbacks were too small, describing the proposal as "a fortress in the middle of cornfields." Even with surrounding development, she felt it would not interact with the community. She was uncomfortable deviating from significant setbacks called for in the plan along Post Road and Cosgray Road.

Ms. Newell shared her initial reaction that this was too much development on 43 acres in an area not envisioned for this density in the Innovation District. She was concerned about setback impacts, noting that while Bridge Street corridor had buildings at street frontage, it also had huge setbacks provided by the river and green space that this project would not have. She was equally concerned about building heights, perceiving this as the highest density developed area anywhere in the city.

Mr. Chinnock agreed with height concerns, suggesting he might concede a story or two but finding the proposal too much for the site. However, he was comfortable with the setbacks if they meant better, more walkable green space throughout the site. He would sacrifice setbacks for better walkable and green space if building heights were reduced somewhat.

Ms. Harter agreed there was too much density and that setbacks were there for a purpose, expressing reluctance to move on that requirement. She emphasized that while Bridge Park could

be referenced for learning experiences, this project should be handled on its own integrity. She noted concerns about mechanical equipment adding to building heights and wanted special roof considerations if buildings were going high.

Mr. Garvin aligned most closely with Mr. Chinnock on setbacks and heights, with height being his bigger consideration. He felt they needed to be much closer to original recommendations but would have less concern about setbacks with reduced heights. He liked the height variation and suggested taking one or two floors off across the project while keeping the marquee hotel slightly taller.

Mr. Alexander was less concerned about State Route 161 setbacks given the space being provided there, but had concerns about 8-story buildings tight to side streets. He wanted to see perceived mass reduced through stepping building mass inward as floors increased, and was worried about 11 stories becoming 12 with mechanical equipment.

The applicant asked for clarification on whether the request was to reduce the tallest buildings or take a floor off every building, noting the significant development impact of the latter. Commission members clarified they wanted to maintain variation while reducing heights, with general agreement that the hotel could remain somewhat taller but other buildings should be closer to 8-story guidelines.

Regarding building heights, Mr. Will asked for specific feedback on maximum floors. Mr. Garvin stated he could see deviation above 8 stories for the hotel at the northeast corner, but expected everything else to comply with guidelines. Mr. Alexander noted that in previous cases, they had established the AC Hotel as the absolute tallest structure in that area.

On setbacks, Mr. Will asked for more specific feedback from commissioners who felt setbacks were insufficient. Ms. Newell expressed difficulty with giving 20-foot setbacks when the code suggested 100 feet, particularly not knowing what Cosgray Road would become. She felt too much information was missing to have confidence in the proposal.

The applicant noted that Community Plan setbacks were based on different uses like commercial and industrial rather than mixed-use, and that mixed-use was not the same as industrial development that might warrant 100-200 foot setbacks.

Mr. Alexander stated he would be okay with proposed setbacks if the building fabric was loosened up with more spatial corridors, as he understood the logic of defining street corridors but was concerned about the fortress appearance.

Ms. Harter considered connections to SportsOhio, wanting adequate grass and pathways for people to leave cars and walk or take shuttles, focusing on safety and alleviating road congestion through density considerations.

Mr. Chinnock reiterated support for proposed setbacks as more pedestrian-friendly and activating corridors, making better connections to transit. He referenced walkability principles about making pedestrians feel safe through street parking, biking paths, and proper sidewalks.

Ms. Damaser acknowledged the retail opening onto Cosgray Road would be more inviting and help hotel residents, but wanted assurance about walker safety and interactive walking environments.

Ms. Newell distinguished between walkability within the development versus walkability to reach the development, expressing doubt about safe pathways given traffic congestion and rapid development pressure along the corridor.

On building heights and transitions, Mr. Will asked about the Commission's support for proposed heights and transitions to surrounding areas. Mr. Garvin noted difficulty interacting with surrounding fields but acknowledged Costco's larger scale supported somewhat larger development. He recognized this represented a change to the environment that everyone understood. Ms. Newell liked elevation changes within buildings but did not think the development interacted well with surroundings. She noted OU's original mixed development vision and concerns about height limitations OU had agreed to that this proposal exceeded. She worried about the development influencing surrounding undeveloped areas. Mr. Alexander found the internal site transitions quite good, with retail cross-streets transitioning to residential cross-streets, moving from most active to most passive areas. He appreciated the potential front door space for OU's signature building even if their plan was uncertain.

On uses and their arrangement, commissioners generally supported the mixed-use balance. Ms. Damaser felt the ratio seemed appropriate. Mr. Garvin supported true mixed-use but would prefer somewhat less residential relative to office, understanding practical balance needs. He was particularly concerned about no office in the first phase, meaning only hotel and residential were guaranteed initially. Mr. Chinnock favored the proposed balance and direction, appreciating the retail incorporation and ground floor uses throughout the site, though he wanted to address the symmetry issue with different uses. Mr. Alexander expressed uncertainty about the employment versus residential balance but shared recent experience where expected retail uses became restaurants, noting many retail spaces now convert to services. Regarding drive-throughs, the applicant confirmed they would not allow drive-throughs in the development.

Ms. Harter asked about provisions for pop-up businesses during special events, with the team explaining this was commonly handled through license agreements for temporary retail in available spaces.

Regarding surface parking, Mr. Garvin supported avoiding surface lots wherever possible but had particular concerns about the permanent lot potentially facing OU's signature building. He was not a fan of temporary surface lots, understanding staging needs but preferring alternatives if parking concerns could be addressed.

Mr. Alexander agreed with requirements for fully landscaped and buffered temporary parking meeting community standards, noting comfort with some surface parking at the grocery store depending on treatment and buffering.

Ms. Newell opposed surface parking lots due to lack of control over duration, understanding construction laydown needs but wanting specific explanations of purpose and necessity for any surface parking. Mr. Underwood clarified that gray areas on plans were future building pad sites, not permanent surface parking, and would likely remain grass areas unless temporary parking was specifically needed.

Regarding the open space framework, Mr. Chinnock stated that he would like to see better activation of green space and reduced automotive traffic through the central area to create truly

walkable, safe pedestrian spaces. He referenced places like Pearl Street in Boulder, Colorado, as examples of retail areas without automotive traffic concerns.

Ms. Harter noted that reducing traffic would also reduce noise and allow for art features and focal points in the area.

Mr. Garvin supported the open space concept and tower feature but had concerns about phasing, wanting to see the space usable as early as possible rather than waiting for later phases.

Mr. Alexander strongly supported the open space and tower logic, appreciating the section showing pedestrian walkways over traffic areas, finding it different from Bridge Park's highway-like conditions.

Ms. Newell supported the green space but wanted assurance it would feel truly public rather than serving as an amenity for a particular location, given the event center and tower creating focal attraction points.

Additional commissioner considerations included traffic study importance, with Mr. Garvin noting the 60-day traffic study timeline would be critical to his personal support. Ms. Damaser emphasized not wanting "Bridge Park 2" but rather something unique and different, with important public access to park areas and city event programming. She appreciated Mr. Chinnock's idea of reducing traffic and eliminating streets where possible.

The applicant asked about the level of detail needed for final PDP approval, wanting to avoid roadblocks while ensuring adequate information for commission decision-making. Mr. Will explained that PDP and rezoning with development text would establish limits and guardrails, with detailed final buildings coming with individual final development plans by phase.

Mr. Underhill hoped to provide draft development text for the next presentation, translating feedback into rules the Commission would be comfortable with for governing future individual final plans.

Mr. Chinnock commended the team's close work with staff and well-articulated vision, appreciating the monumental effort and insightful documentation provided.

COMMUNICATIONS

Mr. Bitar noted staff included administrative approval information in meeting materials and they are planning to provide quarterly reports of administrative approvals in different categories with plans to streamline them through the year. Only one had been processed recently, with several in progress. This was intended to give commissioners an idea of the detail level and determination criteria for administrative approval.

Moving forward, second quarter reports would provide more statistical information and reminders about code changes allowing more administrative approvals, assessing whether this had reduced Commission loads as clearly seen with the Architecture Review Board.

Mr. Chinnock raised the continuing issue of height versus stories confusion, suggesting action for clarification since it repeatedly came up in cases. Mr. Bitar explained this was intentional in the

Bridge Street District to avoid uniform building cuts and designed to be organic with different uses and building types across neighborhood categories with permitted building type variations.

Mr. Will noted they could address this through development text using feet rather than number of stories for specific cases like the one just heard.

Mr. Bitar mentioned the walkability presentation that Ms. Harter and Ms. Damaser had attended, noting it would be posted as a recording with the PowerPoint presentation. The presentation covered walkable principles, car-pedestrian interactions, visibility versus complete separation, building heights relative to street width for speed perception, tree roles, and various factors beyond speed limit signs for creating walkable environments.

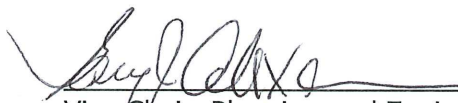
The consultant was assisting with West Bridge Street corridor studies and supporting East Bridge Street analysis to transform the area from a 45-mph highway to something more walkable.

Ms. Harter described the presentation as great and enlightening, expressing happiness about the consultant returning for tours and the impact of walking streets with him.

Ms. Damaser found it fascinating and counterintuitive to normal training, based on studies the presenter and others had conducted. She encouraged all commissioners to watch when posted.

ADJOURNMENT

The meeting was adjourned at 9:34 pm.



Vice Chair, Planning and Zoning Commission



Deputy Clerk of Council