



MEETING MINUTES

Planning & Zoning Commission

Thursday, July 9, 2026

CALL TO ORDER

The regular meeting of the Planning and Zoning Commission (PZC) was called to order by Mr. Way 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.

PLEDGE OF ALLEGIANCE

Mr. Way led the Pledge of Allegiance.

ROLL CALL

Commission members present: Gary Alexander, Jamey Chinnock, Dan Garvin, Kathy Harter, Kim Way; Hilary Damaser arrived at 6:36 p.m.
Commission Members absent: Victoria Newell
Staff members present: Bassem Bitar, Thaddeus Boggs, Rati Singh, Heidi Rose

ACCEPTANCE OF MEETING DOCUMENTS

Ms. Harter moved, Mr. Garvin seconded acceptance of the documents into the record and to approve the minutes of the June 11 PZC meeting, the June 16 Joint Work Session, and the June 18 PZC meeting.

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

Mr. Way explained the Commission's advisory role to City Council on rezoning and platting matters, while noting the Commission holds final decision-making authority in certain other cases. He outlined the evening's procedural format: applicants would present first, followed by staff analysis and recommendation, then Commission questions, and finally public comment prior to deliberation. Members of the public wishing to comment were reminded to keep remarks to three minutes or fewer, to state their name and address for the record, and to refrain from repeating previously shared information. Mr. Way also noted that all written comments submitted in advance had been received and reviewed by the Commission.

Mr. Way administered the oath to all individuals intending to address the Commission or provide public comment on any administrative cases, asking them to stand, raise their right hands, and affirm that they would tell the truth, the whole truth, and nothing but the truth.

CASE REVIEW

Mr. Alexander recused himself and left the Council Chamber.

Case #26-020FDP

Bridge North Development

Request for review and approval of a Final Development Plan to allow a new mixed-use development. The ~7-acre site is zoned BSD-SRN, Bridge Street District, Scioto River Neighborhood and is located northeast of the intersection of Riverside Drive and John Shields Parkway.

Clerk's Note: Ms. Damaser arrived at 6:36 p.m.

Applicant Presentation

Matt Canterbury, The Daimler Group, 1533 Lake Shore Dr #100, Columbus, presented the Final Development Plan for Bridge North. He opened by acknowledging Daimler's forty-three-year history of partnership with the City of Dublin. He emphasized that the applicant does not take its relationship with the City for granted and that every project must stand on its own merits.

Mr. Canterbury described the fundamental design challenge the team faced: how to create a development that would be simultaneously additive and unique when sited immediately adjacent to the established Bridge Park development. He stated that the team's answer was the creation of a central park which he characterized as the heartbeat of the development. He noted that this concept had been present from the earliest conceptual design work, had been reinforced through the development agreement accepted by Council, and had been further defined through the preliminary development plan approved by the Commission in November.

Mr. Canterbury outlined the major elements of the project, including its terraced green space, pedestrian connectivity across John Shields Parkway, and programming opportunities such as acoustic music evenings and family movie nights. He described the central park as including a cascading bridge, in-ground power, and event lighting, intended to support a robust calendar of programming. He stated that the applicant had worked closely with staff at every stage to refine the design.

Regarding the office building, Mr. Canterbury explained that the arrival of a prospective full office user had created the opportunity to expand the building's square footage by approximately 4,000 square feet and to enhance the corner treatment at John Shields Parkway and Riverside Drive with additional glazing, shadow lines, and refined parapet heights. He described improvements to the Longshore Street entrance, which he said had previously been too narrow and is now more prominently defined.

Turning to the parking garage, Mr. Canterbury acknowledged that it represented the eighth garage in the Bridge Street District and described the design effort to make it architecturally coherent, including a green wall at the base, a proud entry element at the corner of Mooney Street and Tuller Road, and artistic paneling. He noted that the residential and commercial buildings had been refined with more prominent corner treatments, additional surface articulation, and reduced flat facades.

Mr. Canterbury introduced the hotel component, the Tempo by Hilton brand, noting that it would be the first such property in Ohio and only the second in the Midwest. He described extensive

coordination with the Hilton brand, the project's design team, and city staff to achieve a prominent corner treatment, varied materiality, and integration with the central park.

He acknowledged the complexity of the site's utility infrastructure, observing that managing utilities in three dimensions across a block of this scale had been one of the most significant engineering challenges of the project. He credited the efforts of the entire team, including staff members Bassem Bitar, Rati Singh, and Jenny Rauch, as well as the engineering team.

Mr. Canterbury concluded by requesting that the Commission grant conditional approval with acceptance of the nineteen conditions presented. He stated that approval would allow the applicant to execute the office lease currently in active negotiation with a corporate headquarters new to Ohio, to finalize six commercial letters of intent in food and beverage and soft goods, to obtain financing, to close the bond agreement, and to target a ground-breaking in the first quarter of 2027. He summarized the project's total scope as comprising more than 850,000 square feet of development, the first Tempo hotel in Ohio, a substantial park presence, a corporate headquarters of 80,000 square feet, the eighth garage in the district, and a total development value exceeding \$250 million.

Staff Presentation

Ms. Singh presented the staff analysis. She explained that the purpose of the Final Development Plan review is to assure consistency with the approved Preliminary Development Plan and to finalize the details of architecture, open space, materials, and related elements. She noted that waivers, which are deviations from specific code requirements, are a standard and expected part of the Bridge Street District (BSD) development process and serve as important tools for creating distinctive architectural character and for accommodating unique site conditions.

Ms. Singh described the site as a seven-acre parcel located northeast of the intersection of Riverside Drive and John Shields Parkway, bound to the north by Tuller Road and to the east by the proposed Mooney Street extension. She noted that the site is currently vacant, contains minimal vegetation, and features a significant grade change of approximately thirty feet from east to west. She described the site's location within the Scioto River Neighborhood of the Bridge Street District, and its designation as a gateway feature at both its northwest and southwest corners and as a terminal vista at the southeast corner, each carrying specific code requirements for architectural expression and pedestrian orientation.

Regarding the street network, Ms. Singh noted that the applicant proposes extending Longshore Street, a connection not originally contemplated in the BSD network plan, and that staff is supportive of this extension as it continues the pedestrian-oriented corridor consistent with the District's vision. She confirmed that no traffic study was required, as the proposed density falls within expected parameters.

Ms. Singh provided a brief history of the application, noting that the Commission had approved the Preliminary Development Plan with thirty-six waivers and conditions that included directives to enhance the northwest corner, provide a unique gateway design at the southwest corner, refine the architecture of the residential and garage buildings, and provide a parking plan.

On the subject of the Longshore Street design, Ms. Singh described a proposed shared street concept in the zone 2 and zone 5 area with a flush curb creating a seamless connection between the central plaza and the adjacent courtyards. She stated that staff recommends extending the paver treatment to the two pocket parks to create visual and physical continuity throughout the central spine of the development.

Ms. Singh addressed the adjacent Grand development's access points, explaining that the applicant had requested an amendment to the Grand's development plan to decline a previously

contemplated connection to Mooney Street. She stated that both staff and Washington Township Fire Department are supportive of this request.

On open space, Ms. Singh reported that the project requires 1.44 acres of open space. The applicant is providing 0.69 acres on-site, with the remainder waived due to the site's proximity to Riverside Crossing Park and the applicant's financial commitments per the development agreement. She noted that all open spaces are of high quality and are interconnected, but that staff has concerns regarding the northeast plaza, where the current design conflicts with building entrance locations and pedestrian circulation needs. She stated that the applicant is being asked to continue working with staff to finalize that element.

On parking, Ms. Singh reported that a total of 723 parking spaces are being provided and that a shared parking plan incorporating adjacent garage facilities has been submitted and is consistent with plans approved for other blocks in the District. She noted staff's recommendation that the applicant provide electric vehicle charging points meeting code requirements and that the bicycle parking shortfall of 77 spaces be resolved prior to building permit issuance.

Ms. Singh addressed the architectural findings for each building. She described staff's concern that the upper portion of the tower element of the Tempo Hotel at the northwest corner requires further refinement to achieve appropriate prominence commensurate with its gateway designation. Staff recommends either a physical projection, such as a slight cantilever or articulated corner, or a material transition such as a capstone element to distinguish the crown of the structure. Two conditions were recommended: continued work on the northwest corner and submission of glazing specifications for the hotel building.

For the office building, Ms. Singh noted that staff recommends incorporating a slight physical projection to establish a more distinct shadow line at the transition between the ground floor and upper floors, and adding a gateway enhancement or canopy at the southwest corner. For the parking garage, staff recommends adding a canopy at the main pedestrian entrance on Mooney Street, exposing brick at selected locations, extending the brick corbeling to meet the code-required height of three feet above the ground story, re-striping oversized drive aisles, providing surveillance information, and submitting architectural details for the two proposed pedestrian bridges. For the residential liner building, staff recommends reintroducing a canopy at the Tuller Road and Longshore Street intersection and adding the brick corbeling detail along the Longshore Street façade for cohesion with the other elevations.

On screening, Ms. Singh noted that the applicant is proposing metal screening with custom graphics and integrated lighting for transformers and utility equipment at multiple locations, and that staff recommends submission of screening details at the next step.

Ms. Singh summarized that the application involves five administrative departures and forty-three waivers across all proposed buildings, lots, and blocks, and that all final development criteria are either met or addressed through the conditions, waivers, or administrative departures. Staff recommends approval of the parking plan, the five administrative departures, the forty-three waivers, and the Final Development Plan subject to nineteen conditions, which she enumerated. These conditions address civil plan updates, bike parking compliance, the northeast pocket park design, the hotel northwest corner, glazing specifications, the office building material transition and southwest corner treatment, the garage building elements, pedestrian bridge details, the liner building brick detailing, canopies at all entrances where possible, garage surveillance information, utility screening details, a photometric plan, decorative lighting specifications, right-of-way encroachment permits, street typology refinement, utility alignments, and stormwater management compliance.

Commission Questions

Mr. Garvin stated that the presentation held few surprises given the Commission's prior review. He inquired whether Riverside Crossing Park had been used to offset open space requirements for any other blocks in the District, and whether there was any risk of double-counting. Ms. Singh confirmed that this approach is consistent with all blocks along the crossing and that the space is not being double-counted. Mr. Garvin also asked how the calculation for activated alleyways used as open space accounts for utilities and mechanical equipment. Ms. Singh explained that areas occupied by transformers and utility infrastructure are excluded from the open space calculations, and that only the genuinely usable area between buildings is counted. Mr. Garvin inquired whether the City would support more artistically designed bicycle parking racks. Staff confirmed support for that approach, and the applicant likewise confirmed willingness to pursue artistic bicycle parking solutions. Mr. Garvin asked whether the metal screening for utility equipment would be reviewed as artwork requiring additional approval. Mr. Bitar clarified that the screening would be reviewed administratively given its functional nature, but that if it rises to the level of public art, the appropriate review body would be engaged.

Ms. Harter asked whether the Dublin Arts Council or local schools could be involved in the artwork on the utility screening. Ms. Singh noted that a committee is being established to review art installations within the City and that this matter could be referred to that body if warranted. Ms. Harter raised a question about bicycle rack design in light of the increasing weight of e-bikes. Staff noted that the parks department has preferences for secure rack specifications and that those would be reviewed at the appropriate time. Mr. Bitar added that the screening would not require the public arts board under the current proposal.

Mr. Chinnock asked whether the open space provided was the same as in the previous submission, noting that the zone 2 park appeared smaller. Ms. Singh explained that while the pocket park is smaller, the hotel restaurant space that was previously designated as private open space has been redesignated as public open space, maintaining the overall square footage. Mr. Chinnock then asked about pedestrian safety in relation to the use of Riverside Crossing Park as part of the open space calculation. Ms. Singh confirmed that pedestrian connectivity across Riverside Drive would be addressed as part of the Riverside Crossing Parks master plan process. Mr. Chinnock directed a question to the applicant about the decision not to make Longshore Street a fully pedestrian facility, noting that the Commission had raised this point on multiple prior occasions and expressing a desire for something different and special. Mr. Canterbury responded that the applicant had taken the question seriously and had engaged leasing experts and presented the project at national retail conferences. He explained that retailers continue to prefer direct vehicular access and that the site's grade change made eliminating service access through that corridor impractical. He committed, however, to programming the street as a pedestrian-priority environment during events and noted that the vehicular geometry of the surrounding street network would naturally limit the volume of traffic on Longshore Street. Mr. Chinnock acknowledged the constraints but again urged the applicant to place maximum emphasis on pedestrian programming. Mr. Chinnock also asked about the traffic implications for Tuller Road. Mr. Canterbury explained that the project actually narrows Tuller Road within the block by adding a parallel parking lane consistent with District guidelines, and does not anticipate significant northbound traffic from Longshore Street onto Tuller Road. Mr. Chinnock asked about the mix of commercial uses and whether the development could support a grocer. Mr. Canterbury acknowledged that attracting a grocer on traditional terms was unlikely but described plans for at least five food and beverage uses, casual quick-serve options, coffee users, soft goods with a lifestyle orientation, and a fitness facility. He noted that residents

will also have access to an array of private amenities including sky decks, a pool, a rooftop, a club facility, a small theater, a library, and other amenity spaces across all three residential buildings.

Ms. Damaser asked specifically about the northwest corner of the Tempo Hotel. She asked whether the applicant was committed to making that corner more remarkable. Mr. Canterbury acknowledged the comment and invited the hotel's architect, Chris Myers of Myers and Associates Architects, to address the question in detail.

Chris Meyers, Meyers + Associates, 232 North Thrid Street, Columbus, confirmed that the team is committed to continuing to work with staff to amplify the corner. He described the design philosophy of achieving a comprehensive whole rather than a single iconic moment, cautioning against the tendency in contemporary architecture to design for a single Instagram moment at the expense of the overall composition. He outlined the ten elements that have been incorporated to enhance the corner, including the placement of the hotel's fitness space at the corner to allow for more active glazing, a revised vertical window pattern, integration of mechanical louvers, brick patterning, LED uplighting of the crown element, and public art in the form of full-height murals, citing similar approaches at other recent hotel projects in Cincinnati and the Short North. Mr. Myers noted that the team also produces day, night, and winter scene renderings and offered to share the night view with staff and the Commission.

Mr. Way noted confusion regarding the evolving design of Longshore Street, seeking clarification on whether the tabletop or flush-curb condition was still proposed and whether the City was in agreement. Mr. Canterbury confirmed that the plan does include a flush, curbless section approximately 80 feet in length through the center of the block, rising from street level with a gradual slope on either side, consistent with what is depicted on the civil plans. Mr. Bitar acknowledged that Transportation and Mobility staff had raised concerns about tabletop streets on another project, but characterized this situation as a question of terminology and scope rather than opposition, and confirmed that the intent of both parties is to create a comfortable east-west pedestrian connection through that zone. Mr. Way confirmed that no additional condition would be needed on that point as it is already reflected in the submitted drawings and understood by all parties.

Mr. Way raised a concern about the central open space, observing that while the amphitheater steps and terraced green create a natural gathering place, there is no dedicated performance area or stage element. Mr. Canterbury responded that in-ground power is planned throughout the plaza and that lighting on the bridge overhead will also be functional for performance or event use, allowing flexible programming in multiple configurations.

Mr. Way asked about the amenity deck on Building A, particularly the edge condition along Longshore Street. He noted that a flat railing across the full length of the deck edge, as currently shown, presents a missed opportunity and fails to adequately address the interface between the deck activities and the street below. He also noted that the drawings appear to show no depth for landscaping on the pool deck side, questioning whether the green shown in renderings is artificial. Mr. Canterbury confirmed that the deck must be set back a minimum of fifteen feet from the parapet edge for code and occupancy reasons, that the occupiable space will comprise approximately sixty percent of the deck with forty percent in planted green space, and that a pedestal system will allow for planted depth. He acknowledged that the edge condition requires further study and that the team had not fully resolved it. Mr. Way stated that this had been raised at the previous meeting as well and requested that a condition be added requiring the applicant to continue working with staff on the façade edge, landscape, and screening along the amenity deck. Mr. Canterbury confirmed agreement with that condition.

Mr. Way raised a question about the interface between the parking garage's accessible route and the grade change in the adjacent park, characterizing it as a longstanding puzzle in the design. Mr. Canterbury explained that the accessible route from the park level leads to an upper entrance one story above the garage's main ground-level lobby, with minor switchbacks to manage the 21-foot grade change within the available width. He confirmed that the garage's green wall wraps around the southwest corner to provide a planted base treatment facing the park. Mr. Way also asked about the green screen on Mooney Street, specifically whether there is adequate planting depth and irrigation. Mr. Canterbury confirmed that there is approximately five feet of planted depth and that the installation will be irrigated.

Mr. Way raised a concern about the paving material used in the service and loading dock areas, noting that similar brick paving in the existing Bridge Park has deteriorated under service vehicle traffic. He suggested that a condition be added requiring the applicant to work with staff to evaluate more durable material options or proper installation techniques at the loading dock areas. Mr. Canterbury agreed and noted that there is an existing precedent of granite pavers being used as a more durable alternative in the District. Staff confirmed willingness to work with the applicant on that question.

Mr. Way asked about the lighting strategy for the Tempo Hotel crown element. Mr. Myers described a layered lighting approach including landscape lighting, halo accents at windows, an LED wash across the brick detailing, and a halo light at the crown, all carried through to other facade elements to create continuity. He offered to share night-scene renderings and confirmed that lighting designers are involved in the project.

Mr. Chinnock asked the applicant how Bridge North differentiates itself from the existing Bridge Park development. Mr. Canterbury acknowledged that the prescriptive nature of the BSD code limits architectural departure from the established District character, but described the differentiators as follows: the central park's scale and terracing, which create an anchor unlike any other individual block in the district; the unique programming opportunities enabled by that park; the living experience offered by interconnected amenities across three buildings; the pedestrian bridge connections; the fact that the development is five to eight years newer than the existing blocks; and the types of tenants being recruited, including national food and beverage concepts, health and wellness operators, and soft goods retailers who have been drawn by the District's national profile. He also noted the opportunity presented by the decline of nearby suburban retail centers and the potential for a new corporate headquarters to anchor the office building.

Ms. Harter asked whether the materials and construction methods proposed are within the capability of the local labor market. Mr. Canterbury expressed confidence that the principal materials, including brick, standard metal siding, and traditional rain screen systems, are well within the capacity of the Columbus construction market. He identified millennial tile and the specific metal tile product as the most challenging materials due to limited manufacturer availability, but noted that the rain screen assembly behind them is conventional. He also confirmed that the applicant has incorporated lessons from Bridge Park regarding the durability of certain stone base materials and has selected modified materials accordingly.

Public Comment

Mr. Way opened the floor for public comment and seeing no members of the public wishing to comment, Mr. Way closed the public comment period.

Commission Discussion

Mr. Garvin stated general support for the project. He reiterated his concern about what he characterized as a modest level of on-site open space but acknowledged the quality of the design overall. He noted that among the Tempo Hotel examples shown by staff, he found the Nashville location to make the stronger architectural statement compared to the Louisville location. He stated no objections to any of the proposed administrative departures or waivers and indicated support for approval.

Ms. Harter expressed support for the project, commending the applicant's evident collaboration with staff. She encouraged the applicant to maintain communication with adjacent stakeholders, including the Grand development and neighboring uses. She noted that the project's visibility from Interstate 270 could serve as a draw for visitors and overnight guests. She expressed interest in the durability of the parking garage mesh or screening material and looked forward to seeing those details developed with staff. She expressed strong support for the public open space and encouraged both the applicant and staff to keep revisiting those elements throughout the process.

Mr. Chinnock expressed strong support, citing the thoroughness of the presentation and the applicant's evident passion for the project. He again urged the applicant to pursue programming on Longshore Street as aggressively as possible. He noted that he would have preferred to see a more fully pedestrian Longshore Street but acknowledged that the practical constraints had been adequately explained. He raised the question of whether a tabletop condition could be added as a formal condition, which prompted discussion. After reviewing the civil drawings on screen and confirming that the flush curb, curbless section is already depicted in the submitted plans, Mr. Bitar confirmed that no additional condition is required, as the intent is mutually understood. Mr. Chinnock expressed confidence in moving forward with approval.

Ms. Damaser expressed appreciation for the work and indicated support for the project. She reiterated her interest in seeing the northwest corner of the hotel refined further. She stated she would not revisit the bicycle parking discussion, which had already been addressed. She expressed appreciation for the applicant's positive remarks about the quality of Dublin's staff. She noted a lingering concern about open space and expressed enthusiasm for programming that would attract residents from the west side of Dublin and beyond.

Mr. Way expressed strong and longstanding support for the project, noting its progress toward finalization. He raised a question about the Riverside Crossing Parks master plan, asking whether the City is actively engaged in planning improvements to that open space. Mr. Bitar confirmed that a master plan is being developed for both sides of the river, including improvements along Riverside Drive, enhanced crosswalks, and the long-term prospect of extending John Shields Parkway across the river, which would significantly elevate the importance of this corner. Mr. Way noted that the open space credit extended to the applicant is therefore not merely a reference to the existing condition of those parks but to an enhanced future state.

Two additional conditions were proposed and accepted for inclusion: one requiring the applicant to continue working with staff on the facade edge, landscape, and screening of the amenity deck on Building A; and one requiring the applicant to work with staff to evaluate alternative or properly installed paving materials at the loading dock areas.

Mr. Garvin moved, Ms. Damaser seconded approval of the parking plan.

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

[Motion carried 5-0.]

Ms. Harter moved, Ms. Damaser seconded approval of the following Administrative Departures:

1. **Section 153.065(E)(3)** to allow parapet height of 6.33 feet at northwest corner where 6' maximum is permitted.
2. **Section 153.062 (O)(5)** to allow 55% transparency on East Elevation where 60% is required
3. **Section 153.062 (O)(5)** to allow 14% transparency on South elevation where 15% is required.
4. **Section 153.062 (O)(5)** to allow 77% primary material on West elevation where 80% is required.
5. **Section 153.062(O)(5)** to allow 59.4% transparency on West Elevation where 60% is required.

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

[Motion carried 5-0.]

Ms. Damaser moved, Mr. Garvin seconded approval of the following waivers:

LOTS AND BLOCKS

1. **Section 153.060(C)(2)(a) Maximum Block Size** to allow a maximum block length of ± 750 feet and a maximum block perimeter of $\pm 1,800$ feet (east block) and block length of ± 780 feet and a maximum block perimeter of $\pm 1,900$ feet (west block) where maximum block length of 500' and a maximum block perimeter of 1,750 is permitted.

OPEN SPACE

2. **Section 153.064(F) Park Size** to allow a park area of 34,278 square feet where a minimum of 2 acres (87,120 square feet) is required.
3. **Section 153.064(F) Pocket Plaza Size** to allow 1,881 square foot Northeast pocket plaza, 3,511 square foot Southeast plaza, 4,488 square foot Northwest plaza, and 2,699 square foot and ± 8 -foot-wide Southwest plaza where a minimum area of 300 square feet, a maximum area of not more than 1,200 square feet, and a minimum width of 10 feet is required.
4. **Section 153.064(F) Plaza Size** to allow for 3,497 square foot wet Plaza and width of approximately 30 feet where a minimum area of 0.25 acres (10,890 square feet) and minimum width of 60 feet is required.
5. **Section 153.064(G)(1)(b) Open Space Proportion** to allow a ratio of 4.75:1 for park, 5.67:1 for Northeast Pocket Plaza, 8.8:1 for Southeast pocket plaza, 14.87:1 for Southwest Pocket Plaza, 10.17:1 Northwest Pocket Plaza where the maximum ratio permitted is 3:1, length to width.

HOTEL BUILDING

6. **Section 153.062(H)(1)(f) General Building Type Requirements** to allow for no sills or lintels in brick masonry wall where they are required.
7. **Section 153.062(H)(1)(g) General Building Type Requirements** to allow for no projecting sill within siding-clad walls where it is required.

8. **Section 153.062(O)(5)(a)(2) Maximum Impervious Coverage** to allow for 92% lot coverage where the maximum permitted is 80%.
9. **Section 153.062(O)(5)(d)(1) Façade Requirements** to allow for a 20' black wall façade on north and south elevations where there is a limitation of no more than 15' of windowless surface.
10. **Section 153.062(O)(5)(d)(5) Façade Materials** to allow 58% primary materials on north and south elevation where 80% stone, brick, and/or glass is required.

OFFICE BUILDING

11. **Section 153.062(O)(6)(c) Uses and Occupancy Requirements** to allow a water room at a depth of ± 20 feet from the front façade where a minimum 30 ft. depth of occupied space is required.
12. **Section 153.062(H)(1)(f) Window Requirements** to allow for no sills or lintel in brick masonry wall where they are required.
13. **Section 153.062(H)(1)(g) Window Requirements** to allow for no projecting sill within siding-clad walls where it is required.
14. **Section 153.062(H)(1)(b) Window Requirements** to allow for 30% reflective glass where a maximum of 20% exterior light reflectance is permitted.
15. **Section 153.062(H)(1)(c) Window Requirements** to allow for 53% visible light transmittance where a minimum of 60% visible light transmittance is required.
16. **Section 153.062(O)(5)(d)(1) Façade Requirements** to allow for $\pm 47'$ blank wall facade on north elevation where there is a limitation of no more than 15' of windowless surface.

RESIDENTIAL A

17. **Section 153.062(D)(1)(a) Parapet Height** to allow $\pm 1.5'$, $\pm 3'$ and $\pm 5'$ parapet height at multiple locations where a minimum of 2' is required.
18. **Section 153.062(H)(1)(b) Window Requirements** to allow for 30% reflective glass where a maximum of 20% exterior light reflectance is permitted.
19. **Section 153.062(H)(1)(c) Window Requirements** to allow for 53% visible light transmittance where a minimum of 60% visible light transmittance is required.
20. **Section 153.062(H)(1)(g) Window Requirements** to allow for no projecting sill within siding-clad walls where it is required.
21. **Section 153.062(O)(5)(d)(1) Ground Façade Transparency** to allow for 10% ground transparency on south elevation and 51% on east elevation where 60% is required.
22. **Section 153.062(O)(5)(d)(1) Upper Story Façade Transparency** to allow for 36% on south elevation where a minimum of 30% is required.
23. **Section 153.062(O)(5)(d)(1)(4) Façade Divisions** to allow a vertical increment of approximately 52 feet on east elevation where vertical increments are required at no greater than 45'.
24. **Section 153.062(O)(5)(d)(5) Primary Materials** to allow for 58% on north elevation, 41% on west elevation, 54% on south elevation and 55% on east elevation where a minimum of 80% is required.

RESIDENTIAL B

25. **Section 153.062(O)(5)(c) Uses and Occupancy Requirements** to allow a water room at a depth of ± 20 feet from the front façade where a minimum 30 ft. depth of occupied space is required at the ground story facing streets.
26. **Section 153.062(H)(1)(b) Window Requirements** to allow for 30% reflective glass where a maximum 20% exterior light reflectance is permitted.
27. **Section 153.062(H)(1)(c) Window Requirements** to allow for 53% visible light transmittance where a minimum of 60% visible light transmittance is required.
28. **Section 153.062(H)(1)(g) Window Requirements** to allow for no projecting sills within siding-clad walls where they are required.
29. **Section 153.062(O)(5)(d)(1) Ground Façade Transparency** to allow for 45% ground transparency on west elevation where 60% is required.
30. **Section 153.062(O)(5)(d)(4) Façade Divisions** to allow a vertical increment of approximately ± 51 feet on east elevation where vertical increments are required at no greater than 45'.

GARAGE BUILDING

31. **Section 153.062(H)(1)(b) Window Requirements** to allow for 30% reflective glass where a maximum 20% exterior light reflectance is permitted.
32. **Section 153.062(H)(1)(c) Window Requirements** to allow for 53% visible light transmittance where a minimum of 60% visible light transmittance is required.
33. **Section 153.062(O)(11)(d)(3) Street Facades** to allow the east façade to have 2 entrances where 5 are required due to the length of ± 329 feet.
34. **Section 153.062(O)(11)(d)(4) Façade Divisions** to allow for 39.5' and 37.02' wide bays on north elevation and 34.17' and 38.90' wide bays on south elevation where vertical increments are required at no greater than 30'.
35. **Section 153.062(B)(c) Internal Circulation** to allow for ± 10.67 -foot story height where a minimum ceiling clearance height of 12' is required to allow for potential occupancy in the future.

RESIDENTIAL LINER

36. **Section 153.062(D)(1)(a) Parapet Height** to allow 1.5' to 2.33' parapet height where a minimum of 2' is required.
37. **Section 153.062(D)(1)(b) Parapet Wrap** to allow for height to drop at multiple locations where the parapet is required to wrap around all sides of the building.
38. **Section 153.062(H)(1)(b) Window Requirements** to allow for 30% reflective glass where a maximum 20% exterior light reflectance is permitted.
39. **Section 153.062(H)(1)(c) Window Requirements** to allow for 53% visible light transmittance where a minimum of 60% visible light transmittance is required.
40. **Section 153.062(H)(1)(f) Window Requirements** to allow for no sills or lintels in brick masonry wall where they are required.
41. **Section 153.062(H)(1)(g) Window Requirements** to allow for no projecting sills within siding-clad walls where they are required.
42. **Section 153.062(O)(5)(d)(4) Façade Divisions** to allow vertical increment of 56' on west elevations where vertical increments are required at no greater than 45'.
43. **Section 153.062(O)(5)(d)(5) Primary Materials** to allow for 29% on north elevation, 36% on west elevation and 59% on south elevation where 80% is required.

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

[Motion carried 5-0.]

Mr. Garvin moved, Ms. Damaser seconded approval of the Final Development Plan with the following conditions:

1. The applicant provides updated civil plans at site permit to show the vehicular-grade pavers within Longshore Street extending to the two pocket parks, subject to staff approval.
2. The applicant works with Staff to meet the bicycle parking requirements with the necessary spaces provided throughout the development, and to include EV charging points subject to Staff approval.
3. The applicant continues to work with Staff on the final design of the north-east pocket park, subject to Staff approval.
4. The applicant continues to work on the Hotel Building (northwest corner) as detailed in Planning Report, subject to staff approval.
5. The applicant provides glazing specifications for the Hotel building, at site Permit.
6. The applicant continues to work with staff on the Office Building to provide appropriate material transition above the storefronts, subject to staff approval.
7. The applicant continues to work with staff and provides architectural detail/canopy at the Office Building (southwest corner), subject to staff approval.
8. The applicant continues to work with staff on the west facade (amenity deck) of Residential A building.
9. The applicant continues to work on the materials and/or installation of the paver material at loading docks.
10. The applicant continues to work with staff on the Garage Building - East elevation and brick corbelling details, subject to staff approval.
11. The applicant shall submit complete architectural, structural, and engineering details for the proposed bridge structures for review, subject to staff approval.
12. The applicant continues to work with staff on brick corbelling on the Liner Building (West Elevation) and provide information on material transition; subject to staff approval.
13. The applicant continues to work with staff and provide canopies at all entrances, subject to staff approval.
14. The applicant provides surveillance information for the garage structure in accordance with Code requirements at site permit; subject to staff approval.
15. The applicant provides staff with additional screening details for the utility structures as part of the site permit, subject to Staff approval
16. The applicant submits an updated photometric plan at site permit, subject to Staff approval.
17. The applicant submits specifications for all decorative lighting proposed, subject to Staff approval.
18. The applicant obtains right-of-way encroachment permits through the Engineering department.
19. The applicant shall continue to work with the City to refine the proposed street typologies and ensure that all roadway, streetscape, and right-of-way dimensions are internally consistent and accurately reflected in the final civil plans to the satisfaction of the City Engineer.
20. The applicant shall continue to coordinate with City staff to refine and provide final utility alignments. All utility locations, configurations, and clearances shall be provided to the satisfaction of the City Engineer.

21. The applicant continues to work with Engineering to demonstrate stormwater management compliance in accordance with Chapter 53 of the Dublin Code of Ordinances.

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

Mr. Alexander returned to the dais.

Case #26-028FDP

Monterey Village

Request for review and approval of a Final Development Plan for the construction of a mixed-use development. The 6.86-acre site is zoned BSD-HTN, Bridge Street District - Historic Transition Neighborhood, and is located on both sides of Monterey Drive, south of its intersection with W. Bridge Street.

Applicant Presentation

Tyler Puhl, The Wood Companies, 2536 West Lane Ave, Upper Arlington, addressed the Commission on behalf of the applicant. He opened by acknowledging the partnership with Mr. Bitar and his staff throughout the process and expressed enthusiasm for what he characterized as a game-changing retail project for the City of Dublin and the west side of State Route 315. He noted that the applicant's forty-four years of experience building the Short North in Columbus informed the urban design approach here, and that the opportunity to be one's own neighbor across the entire site distinguishes this project from that prior experience.

Mr. Puhl enumerated the major changes since the Preliminary Development Plan (PDP) as follows: an increase in the size of the town square by twelve and a half percent, made possible by the acquisition of the adjacent property at 48 Corbins Mill Drive; the resultant ability to push the site boundary to the west, providing additional parking and reducing vehicular intrusion near the existing single-family home on the south; an expansion of Building 8; the relocation of the parking garage off the southern property line from eighteen feet to fifteen feet from the property line; and the elimination of a left-turn lane.

Mr. Puhl identified four discussion items he wished to address directly with the Commission. The first was the garage buffer from the property line. He stated that the staff report recommends maintaining an eighteen-foot buffer, whereas the applicant is requesting that the code minimum of fifteen feet be accepted. He explained that the motivation for the change was to widen the sidewalk along the eastern edge of the garage from ten feet to a dimension more appropriate for the level of street retail activity envisioned. He described a meeting with a tree consultant conducted on-site the previous day, during which the consultant assessed the existing hackberry trees along the property line. The consultant concluded that the difference between a fifteen-foot and eighteen-foot buffer is nominal, provided that specific protective measures are followed, including close-in root protection, protection of critical root zones, fencing, vertical mulching, growth regulation, root trenching, post-construction soil aeration, arborist monitoring, and regular watering. Mr. Puhl stated that the applicant does not wish to lose any trees along the cemetery and requested that the Commission consider whether the fifteen-foot buffer, which is allowable by code, is acceptable.

The second discussion item was the garage-to-cemetery connectivity. Mr. Puhl expressed support for the concept of connectivity between the development and the Dublin Cemetery but raised concerns about the practicality of routing pedestrians through the parking garage to access the cemetery grounds. He noted that the experience of walking through a garage to emerge directly onto grass, without paving, with a significant elevation change, without ADA compliance, and onto

the backside of gravestones, would not be a dignified or enjoyable approach. He also raised concerns about the impression that a garage, even a well-maintained one, makes on people visiting a cemetery. He proposed instead that the City consider creating a real, dedicated entrance at the south end of the site on the east side of Monterey Drive, with signage and appropriate paving, to draw people from the town square into the cemetery as a pleasant destination in its own right.

The third discussion item was the Corbins Mill pedestrian pathway. Mr. Puhl expressed support for creating a pedestrian pathway from the development to Corbins Mill Drive, but noted that the acquisition of 48 Corbins Mill was made for defensive traffic management purposes, specifically to provide a secondary vehicular egress so that patrons are not trapped in a queue on Monterey Drive waiting to turn onto Bridge Street. He stated that the purchase would result in a financial loss for the applicant and that imposing a heavily designed or burdensome pedestrian pathway on the site could jeopardize the acquisition. He proposed a striped pedestrian path through the parking area leading from the town square to Corbins Mill Drive, connecting to the sidewalk on the south side of the existing quilt shop building, as a practical and achievable solution while the site awaits eventual redevelopment.

The fourth discussion item was the architectural conditions language. Mr. Puhl asked that the conditions, where possible, be specific about what elements require refinement rather than broadly requiring architectural details to be reworked, so that the applicant has clear direction and can move forward efficiently toward an Amended Final Development Plan submittal.

Staff Presentation

Mr. Bitar presented the staff analysis, noting that this is a Final Development Plan application representing the third step in the Bridge Street District approval process. He explained that staff is recommending that the applicant return with an Amended Final Development Plan to finalize certain architectural details, with most of the outstanding items being those summarized by Mr. Puhl.

Mr. Bitar described the location of the site as immediately to the west of the Dublin Cemetery, noting the City-owned parcel at the southeast corner that is proposed to be traded for an equivalently sized tract at the southeast corner of the site for cemetery expansion purposes. He described the addition of the 48 Corbins Mill Drive parcel to the application since the PDP, noting its L-shaped configuration extending to West Bridge Street, and the resulting implication that a portion of the existing pavement is within what should be the highway easement and must be dedicated as right-of-way.

Mr. Bitar described the zoning context, noting that the site carries split zoning because the quilt shop parcel falls within the Bridge Street Commercial district, though the buildings themselves remain on the properly zoned portion of the site. He reviewed the surrounding zoning districts, including the Historic Public designation of the cemetery, which triggers a fifteen-foot buffer minimum, and the single-family residential use to the southwest, which also requires buffering.

Mr. Bitar described the evolution of the project from a retail-only Concept Plan presented in June 2025, through a Preliminary Development Plan featuring mixed-use buildings with office uses on the second floors of buildings along Bridge Street and the east side of Monterey Drive. He noted that conditions from the PDP have been substantially addressed, including enhanced sensitivity to the residential parcel to the southwest.

Mr. Bitar described the street network, noting that Longshore Drive and Mooney Street extensions will function as public streets dividing the block into two rectangular blocks. He discussed the streetscape design approach, noting that along Bridge Street the applicant is following the signature street standards including brick sidewalks, planters, and granite curbs, while along Monterey Drive they are deviating from the standard in a manner consistent with the adjacent Historic District by using brick sidewalks and asphalt on-street parking rather than the reverse. He

noted that staff would continue to coordinate on the transition between these street typologies to the south. He mentioned that a traffic signal is warranted and planned at the Monterey Drive and new East-West Street intersection, consistent with the traffic study submitted with the PDP.

Regarding administrative departures for the site plan, Mr. Bitar described two minor departures: one for the western component of Building 1, which at 161 feet slightly exceeds the 150-foot maximum building frontage before a mid-block pedestrian way is required; and one for impervious lot coverage on the west side, which at ninety percent is just above the eighty-five percent maximum permitted for the parking structure building type. He expressed staff's comfort with both, given the context.

Mr. Bitar described four waivers: one for the maximum block size and perimeter on the west side, where the block will eventually extend to Corbins Mill and cannot be completed in the interim; one for the equivalent issue on the east side, where the cemetery precludes block completion; one for the required building zone along Monterey Drive, where Building 4 does not meet the ten-foot maximum setback from the property line because of the town square; and one for parking to the sides of buildings 3 and 4, as opposed to only to the rear. He expressed staff's support for all four. Regarding the building pedestrian way waivers, Mr. Bitar noted that Buildings 2 and 7 also exceed the maximum frontage thresholds, at approximately 200 feet and 171 feet respectively, and described the layout constraints that make compliance impractical, while noting staff's support for waivers in those cases.

Mr. Bitar described four conditions related to the site plan: the right-of-way dedication for the Corbins Mill parcel frontage; modifications to the building entrances and parking configuration near Building 2, where limited pedestrian space exists between the parking stalls and the building; cemetery connectivity to be resolved in coordination with the City; and stormwater management details to be finalized with the Engineering Division.

Mr. Bitar described the submitted parking plan, which divides parking into zones and includes on-street parking, a 295-space garage, and parking at the 48 Corbins Mill parcel designated as Zone D. He noted that the total required parking, after code-permitted reductions for transit proximity and shared parking, is 473 spaces. The applicant is currently showing 476 spaces including the 57 anticipated from Zone D, which may ultimately be slightly reduced due to landscape requirements. Mr. Bitar expressed comfort that the intent of the parking requirements will be met. He also noted that the code requires loading spaces for buildings over 25,000 square feet, that two buildings exceed that threshold, and that the applicant is proposing one on-street loading space with a requested waiver, which staff supports. He identified the need for a pedestrian connection between Zone D and the main development as a condition to be addressed. He noted that bicycle parking concerns raised in the staff report had since been clarified, with all bicycle parking to be located on the first floor of the garage or outside, and that staff would continue to work with the applicant on placement near open spaces and building entrances. He recommended that the applicant consider two or three EV charging stations.

Regarding open space, Mr. Bitar described the east-side pocket plaza adjacent to the garage entrance and the town square as the two qualifying open space types, both of which are permitted within the Historic Transition Neighborhood. He noted that the development well exceeds the open space area requirement. He noted a waiver needed for the pocket plaza exceeding its maximum size limit, which he supported given the layout. He described the condition requiring work on cemetery connectivity and a condition regarding connectivity to the Monterey Park tennis courts.

Mr. Bitar described the significant trees around the perimeter and within the site, noting that a substantial number must be removed due to grading, building locations, parking, and utilities. He described the code requirements for tree replacement and the exemptions available within the BSD code for trees located where buildings or public streets are required. He noted that other areas,

including the town square and parking lots, are not exempt from replacement requirements and would need to be addressed through new planting, fee payment, or other agreements. He expressed concern about the loss of the existing buffer on the western side of the property.

Mr. Bitar addressed the garage buffer question, noting that the existing hackberry trees are quite large, that their canopy overlaps the garage footprint, and that some structural elements appear to extend beyond the fifteen-foot line. He expressed staff's view that the balance between the wider sidewalk and the health of the trees deserves careful consideration, framing the staff recommendation of eighteen feet as an effort to protect the trees rather than a categorical prohibition of fifteen feet.

On the landscape plan, Mr. Bitar identified several areas requiring attention: the northern edge of the Corbins Mill parcel, where landscaping opportunities exist to soften the appearance and buffer the adjacent gas station; the need for additional trees in the parking area along the west side of the site; the commitment to a six-foot cedar fence along the southwestern residential parcel boundary with preserved trees, shrubs, and an allowance for additional neighbor landscaping; the absence of parking lot landscape islands meeting code requirements in certain parking areas; and the need for a creative buffer treatment at the south property line near the garage ramp, in coordination with the City and the arts community. He also noted the need for updated landscape standards documentation.

On lighting, Mr. Bitar noted that no photometric plan had been received and recommended that one be provided at the time of permitting.

On architecture, Mr. Bitar confirmed that staff is recommending certain elements be finalized at the Amended Final Development Plan stage while acting on others this evening. He described the two building types in use: the Historic Mixed-Use type and the Parking Structure type. He noted that the buildings surrounding the town square, while as tall as two-story structures, are technically one-story buildings with high ceilings, which require waivers since they fall below the minimum 1.5-story requirement. He described the ground story height waiver needed for all buildings, as the proposed sixteen-foot ground floor height exceeds the twelve-foot code maximum.

Mr. Bitar described the proposed primary materials for each building group. Buildings along Bridge Street and on the east side of Monterey Drive will feature brick on the ground floor and fiber cement composite siding on the upper floors, painted white. He stated that most of these materials have been approved in prior applications in the District, and expressed comfort with the waivers needed. He noted that certain details, including transparency requirements and entrance locations, will be finalized at the amended FDP stage.

For Buildings 3 and 4, Mr. Bitar described proposed materials including stucco and terracotta tiles at the base, neither of which is listed as a permitted primary material, and noted that the roof types proposed, including flat roofs and a mansard-style element, require waivers from the pitched-roof requirement of the code. He expressed comfort with all of these given the overall design intent.

Mr. Bitar raised a specific concern about the western facades of Buildings 4 and 5, which are service areas but are visible from the public realm. He noted that the applicant is proposing a concrete masonry unit product designed to resemble brick, with public art, trellises, and shutters to break up those elevations, and invited the Commission's input on the adequacy of that approach. He noted a request for assurances about the longevity of the color retention of the CMU material. For Building 5, he described a stretch of otherwise blank brick on the south elevation facing the new public street, which had been divided with piers and storefronts on the east side but which warrants further attention. For Building 6, he described display windows that, while not technically transparent, serve to break up the facade and noted that a waiver would be required. For Building 7, he described the garage-integrated structure, its frontage on Monterey, its facades around the

pocket plaza, and the east and south sides facing the cemetery and the cemetery expansion parcel, all in the CMU brick-look material. He expressed appreciation for the honest design approach while noting that the scale of the parking structure against the cemetery is somewhat stark, and stated that there are opportunities to break down the massing creatively given the requirement for a secondary material on a structure of this size. He shared a photograph taken from within the cemetery showing the existing trees and the position where the garage wall would appear, noting that the structure would be visible even in full foliage.

Mr. Bitar noted that Building 8, the jewel box structure at the front of the public square, was the least detailed in the submission and that staff looks forward to reviewing those materials further. He described the material board, which features multiple colors of brick including painted brick, the CMU brick-look product in gray, terracotta tiles, clay tile roofing, composite siding in multiple colors, fiber cement panels, and stucco. He stated that a clay tile roof proposed on Building 7, while not listed as a primary material, is supported by a waiver. He noted that the applicant has shown variety in roof lines and penetrations across the building groups and invited the Commission's feedback on whether building variety requirements are considered met.

Mr. Bitar summarized that two administrative departures and fourteen waivers are recommended for approval. He confirmed that all Final Development Plan criteria have been met, either outright or through conditions, administrative departures, or waivers, and recommended approval of the parking plan, the two administrative departures, the fourteen waivers, and the Final Development Plan subject to the stated conditions.

Commission Questions

Mr. Alexander asked whether the lot coverage calculations included the open space. Staff confirmed that they did. He asked whether the trees along the east property line would need to be limbed up to accommodate the garage structure, and staff indicated that some limbing would likely be necessary. Mr. Alexander asked the applicant whether adding a level to the parking garage had been considered to reduce surface coverage. Mr. Puhl responded that the team had not pursued that option out of concern about overwhelming the cemetery with additional height. Mr. Alexander asked whether the team had considered using shared parking at the adjacent Casto shopping center. Mr. Puhl acknowledged that this had not been formally pursued, but that employee parking there could make sense and he would explore it.

Mr. Alexander observed that the architectural elevations had meaningfully improved since the Preliminary Development Plan and praised the work done in response to Commission and staff feedback. However, he raised a concern about the front elevation of Building 7 along Monterey Drive, noting that what had previously shown offsetting planes in the facade now appeared as a flat surface with applied material changes that resembled wallpaper rather than genuine architectural massing variation. He requested that the applicant explore reintroducing offsets in the facade plane. Mr. Puhl confirmed that this was something the team could look at. Mr. Alexander also raised a question about sustainability, noting that the City describes itself as the most sustainable, connected, and resilient global city of choice, and asked how the development, which creates a significant impervious heat island, was advancing that goal. Mr. Puhl responded that the primary sustainability contribution of the development was walkability — allowing residents and visitors to park once and move through the area on foot — and acknowledged that geothermal or solar elements were not feasible at this stage. In response to a follow-up question, he indicated that pervious pavement was something the team could investigate, though it carried higher costs.

Mr. Garvin asked the applicant whether the arborist had provided a specific estimate of tree loss associated with the difference between 15 and 18 feet of setback. Mr. Puhl indicated that a detailed

species list was available but that generally the maples in that area would fare well while the black walnuts would be more vulnerable. Mr. Garvin expressed concern about the east wall of the garage facing the cemetery and asked what ideas had been considered to screen or mitigate that edge. Mr. Puhl confirmed that the team was looking forward to returning with an Amended Final Development Plan that included a full rendering and a landscape plan to soften that edge. He also spoke to the design philosophy of using a single material on the garage, arguing that in historically grounded districts, restraint in material use can be powerful when paired with good landscaping. Mr. Garvin expressed his general support for the project, noting the welcome departure from all-residential proposals, and identified the garage-cemetery interface and the presence of blank walls as his principal remaining concerns.

Ms. Harter raised a concern about the concentration of head-in parking visible from Monterey Drive, noting that it contrasted with Dublin's more typical parallel street parking approach and felt heavy in character. Mr. Puhl explained that head-in parking was critical to the viability of the retail program, using a teaser parking analogy to describe how the visual availability of convenient parking attracts patrons who then stay longer. He described the building bump-outs along Monterey Drive as designed to screen that parking from the pedestrian realm as much as possible. Ms. Harter asked whether the existing library parking to the north could serve overflow needs as part of a broader walkability strategy. Mr. Bitar confirmed that the long-term vision for the Bridge Street corridor included improving walkability and pedestrian connections so that parking areas could be shared more naturally across destinations. Ms. Harter also inquired about the siding profile being used on the buildings, noting that a wider lap profile might be more historically appropriate. Abbie Stiers, The Columbus Architectural Studio, 405 North Front Street, Columbus, clarified that the siding selected was a thicker product — a Borrel Ash material with a true wood-like profile — applied in a four-inch size consistent with historic precedent. Mr. Bitar indicated that actual material samples would be reviewed at the Amended Final Development Plan stage. Ms. Harter also asked whether noise from the development had been considered in relation to the surrounding neighborhood, and Mr. Puhl stated that the team had strict lease provisions limiting exterior speakers and late-night operations, drawing on experience in the Short North.

Mr. Chinnock asked for clarification on Zone D parking and whether it was a formal part of the parking count. Mr. Bitar confirmed that Zone D represented shared parking from 48 Corbins Mill Drive and was included in the total, though the final count might be slightly lower than the theoretical 57 spaces once landscape requirements were factored in. Staff confirmed comfort with the overall parking approach. Mr. Chinnock also raised the pedestrian access concern behind Building 2, noting a pinch point between parked vehicles and building entrances. Staff acknowledged this and suggested options including recessing doorways or removing one parking space to accommodate landscaping and pedestrian flow. Mr. Chinnock asked about the parapet height on the top level of the parking garage, specifically whether parked cars on the rooftop level would be visible from the cemetery. Mr. Puhl confirmed that the parapet height of 4 feet 6 inches would prevent cars from being visible above the parapet.

Ms. Damaser confirmed that she understood the tree replacement plan to be largely set, with the Amended Final Development Plan addressing landscape refinements rather than a fundamental redesign. She reiterated her concern about tree loss and urged the applicant to preserve as many trees as possible. She expressed appreciation for the design changes made since the Preliminary Development Plan, particularly the improved transition from the historic district to the surrounding

commercial context. She noted her support for the white building palette in principle, though she shared Mr. Alexander's interest in seeing further articulation on Building 7.

Mr. Way raised a concern about the courtyard corners along Monterey Drive, noting that the plan appeared to have privatized both the north and south corners of the town square with fenced outdoor dining areas, disrupting the continuity of the ground-level retail edge. Mr. Puhl stated that this was not the intended design and that a revised plan addressing those corners would be presented at the Amended Final Development Plan stage. Mr. Way also noted that renderings showed outdoor dining tables along West Bridge Street but that no outdoor dining area appeared to be allocated in the site plan. Mr. Puhl confirmed that discussions with staff were underway regarding a sidewalk dining encroachment agreement within the public right-of-way, consistent with other approved arrangements in the District. Mr. Bitar confirmed that as long as adequate sidewalk width for pedestrian circulation could be maintained, such an agreement was feasible.

Mr. Way raised the issue of the ADA parking layout within the garage, noting that some ADA spaces appeared to be located near stairwells rather than elevators, which seemed counterintuitive. Ms. Stiers confirmed that the ADA parking layout had already been revised since the submittal to relocate most spaces near the central entry and elevator, with one exception at the second-floor office entrance accessed via the ramp.

Mr. Way returned to the question of tree preservation, noting that the plan showed trees along the east and west edges of the site with very limited room to survive given the proposed construction footprint. He encouraged the applicant to consider systems that facilitate root growth under paving and to look at whether minor adjustments to building walls could create additional buffer space, particularly along the east side of the garage and the west edge near the existing house. Mr. Puhl acknowledged this goal, reiterating that the arborist had provided a protocol for maximizing tree survival within the available setback.

Mr. Way raised a question about building length waivers for Buildings 1 and 7, observing that minor plan adjustments could potentially eliminate the need for those waivers. Deputy Director Bitar acknowledged that Building 1 was only marginally over the threshold and that the placement of the garage entrance and the plaza location on Building 7 made the waiver reasonable. Mr. Way also observed that the east facade of Building 2, adjacent to the cemetery buffer, presented a logical opportunity for a pedestrian pathway connecting to West Bridge Street, which would both improve access from the east and partially address the mid-block connectivity requirement that currently necessitated a waiver. Mr. Puhl confirmed support for a sidewalk connection along the east side of Building 2. He noted that a similar connection along the west side of Building 1 would be more complicated due to utility and easement constraints, but agreed to explore it.

Mr. Way asked the applicant to address the Corbins Mill connectivity requirement more specifically. Mr. Puhl reiterated that the acquisition of 48 Corbins Mill Drive was financially challenging and that a striped pedestrian path through the parking area was the most the team could commit to at this time, while promising that full pedestrian connectivity would be realized when the parcel was eventually redeveloped. Mr. Way acknowledged this but emphasized that the commission viewed the Corbins Mill connection as a long-standing planning priority for the area, and that the development should lay the groundwork for that link even if the full buildout was incremental.

Public Comment

Mr. Way opened the floor for public comment.

Nicole Salva, 336 Pebble Creek Drive, Dublin, representing the Waterford Village neighborhood, stated that a majority of neighbors remained supportive of the development but that significant

concerns about pedestrian safety and traffic impact persisted. She reported that neighborhood representatives had met with city staff following the last Planning and Zoning Commission hearing. Specific requests discussed included a flashing stop sign or flashing pedestrian crossing at Monterey Drive and Clover Court, which the City found unwarranted at that time but offered to address with a highly visible crosswalk treatment instead. The neighborhood had also requested a traffic deterrent at the southern end of the development to prevent cut-through traffic into Waterford Village. The City indicated there was insufficient space for a small roundabout as proposed, and the neighborhood was preparing additional documentation, including video data on stop-sign compliance, to support future requests. Ms. Salva also expressed support for the secondary exit via Corbins Mill, noting that without it, the neighborhood would likely become a cut-through for development traffic.

Mary Ann Clark, 146 Corbins Mill, Dublin, expressed concern on behalf of Corbins Mill residents that increased traffic from the development would impact a street with narrow sidewalks, school buses, and residential on-street parking. She requested that if a Corbins Mill access point were created, it be designed as a right-turn-only egress to West Bridge Street to limit traffic volumes on the residential street.

Gene Bostic, 7143 Coffman Road, Dublin, spoke in support of the development on behalf of the Dublin Cemetery, expressing appreciation for the property dedication that would allow cemetery expansion. He described a vision for a modern memorial garden on the new parcel, featuring scatter areas, inscribed stones, and natural landscaping rather than a traditional cemetery format. He expressed hope that the project would proceed and indicated that he anticipated returning to the Commission in future years with additional cemetery expansion proposals.

With no further members of the public wishing to comment, Mr. Way closed the public comment period.

Commission Discussion

Mr. Alexander expressed general support for the project and its urban design approach. His principal reservation was the degree of impervious surface coverage given that the site starts from a blank slate, in contrast to situations where applicants are constrained by existing conditions. He expressed openness to the all-white building palette, noting that treating a single building composition in one color was historically appropriate. He emphasized the value of genuine massing variation over surface-applied material changes to achieve architectural variety.

Mr. Garvin expressed support for the project and affirmed his appreciation for the use mix, specifically noting that a non-residential-only development was refreshing. He reiterated his two principal concerns: the visual impact of the parking garage on the cemetery, and the presence of blank walls on the back-of-house facades. He asked that those elements be carefully addressed at the Amended Final Development Plan stage.

Ms. Harter thanked the applicant and acknowledged the improvements made since prior hearings. She emphasized the importance of maintaining ongoing communication with adjacent neighbors and the cemetery throughout the construction and operational phases. She noted that the amount of surface parking remained heavier than ideal and encouraged the team to continue exploring ways to reduce or better screen it.

Mr. Chinnock expressed strong overall support, complimenting the team on the quality of the architectural design and their responsiveness to prior feedback. He indicated his general openness to the 15-foot garage setback and emphasized that the Commission's priority should be pedestrian access, noting a willingness to sacrifice parking spaces if necessary to improve pedestrian connectivity. He raised the growing importance of the west-facing facades of buildings 4 and 5 as the site's relationship to Corbins Mill expanded through parcel acquisitions, and urged the team to treat those as significant facades in the amended Final Development Plan.

Ms. Damaser expressed support for the project and reiterated her appreciation for the design improvements. She urged continued engagement with the neighborhood on safety concerns and expressed a preference for seeing the garage-to-cemetery buffer and landscape treatment resolved carefully. She expressed openness to a reduction in parking requirements if it allowed for more permeable surface and open space.

Mr. Way expressed consistent support for the project since its first introduction to the Commission, describing it as something genuinely unique to Dublin's development landscape. He identified connectivity — both pedestrian and vehicular — and the cemetery garage interface as the central concerns for the Commission. He stated that the Dublin Cemetery should be understood as a park asset, and that the garage facade along that edge must reflect that relationship. He confirmed that he does not support the addition of a condition specifying 15 or 18 feet for the garage setback, preferring to allow staff and the applicant to continue working through those details through the engineering and permitting process.

Following discussion, the Commission offered consensus that the 14 conditions as recommended by staff adequately captured the outstanding items discussed during the hearing, including the garage-cemetery interface, the Amended Final Development Plan architectural review, pedestrian connectivity, landscaping, stormwater management, and right-of-way dedication. The record was noted to reflect commission support for the pedestrian walkway along the east side of Building 2 connecting to West Bridge Street, which staff confirmed was consistent with the conditions as written.

Mr. Puhl sought clarification on whether the building footprints as approved tonight would be considered fixed for purposes of site plan submission. Mr. Bitar and Mr. Boggs cautioned against codifying specific numerical constraints in the conditions, noting that minor engineering refinements through the platting and permitting process would inevitably necessitate small adjustments and that strict conditions could create unnecessary complications. The Commission affirmed general comfort with the footprints as shown, while acknowledging that the parking garage setback remained a matter for staff and the applicant to resolve collaboratively. Ms. Rose noted that site permit submission could proceed following tonight's approval, but that building permit issuance would require completion of the plat process and resolution of property ownership and right-of-way issues related to the city-owned parcel.

Mr. Garvin moved, Ms. Harter seconded approval of the Parking Plan.

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

[Motion carried 6-0.]

Ms. Damaser moved, Mr. Garvin seconded approval of the following Administrative Departures:

1. Section 153.062(O)(9)(a)(2) Impervious Lot Coverage to allow 90% lot coverage for Block 1 where a maximum of 85% is permitted.
2. Section 153.062(O)(9)(d)(3) Mid-building Pedestrianway to allow a building length of 161' for the western part of Building 1 where a maximum of 150' is permitted.

Vote: Mr. Chinnock, yes; Mr. Garvin, yes; Ms. Harter, yes; Ms. Damaser, yes; Mr. Way, yes; Mr. Alexander, no.

[Motion carried 5-1.]

Mr. Garvin moved, Ms. Harter seconded approval of the following Waivers:

LOTS AND BLOCKS

1. **Section 153.060(C)(2)(a) Maximum Block Size** to allow a future lot length of ± 542 feet and a block perimeter of $\pm 2,112$ feet for Block 1, and a block length of ± 964 feet (to Clover Court) with an incomplete perimeter for Block 2 where the maximum block length is 300' and the maximum block perimeter is 1,000'.

HISTORIC MIXED USE BUILDING TYPE

2. **Section 153.062(O)(9)(a)(1) Corner Side Required Building Zone (RBZ)** to allow a Building 4 to be located outside the required RBZ.
3. **Section 153.062(O)(9)(a)(3) Parking Location** to allow parking along the sides of Buildings 3 and 4 where parking is allowed at the rear of buildings.
4. **Section 153.062(O)(9)(b) Minimum Building Height** to allow each of Buildings 3, 4, 5, 6, and 8 and the western bay of Building 2 to be one story in height where a minimum of 1.5 stories is permitted.
5. **Section 153.062(O)(9)(b) Maximum Ground Story Height** to allow a ground story height of 16' for Buildings 1, 2, and 7; $\pm 24'-8"$ for Building 3; $\pm 28'-10"$ for Building 4; $\pm 28'$ for Building 5; and $\pm 24'-4"$ for Building 6 where a maximum of 12' is permitted.
6. **153.062(O)(9)(b) Maximum Upper Story Height** to allow an upper story height of $\pm 16'-8"$ for Building 7 where a maximum of 12' is permitted.
7. **153.062(O)(9)(d)(6) Roof Types** to allow flat/parapet roofs on parts of Buildings 3, 4, 5, 6, and 7 and mansard roofs (with no dormers or cross gables) on parts of Buildings 3 and 7 where a pitched roof is required unless permitted with approval.
8. **153.062(O)(9)(d)(5) Façade Materials** to allow the use of fiber cement panels, poly-ash composite siding, stucco, and terracotta tiles as primary building materials where permitted primary materials are stone, brick and wood siding.
9. **153.062(O)(9)(d)(3) Mid-Building Pedestrianways** to allow exclusion of mid-building pedestrianways for Building 2 (200' in length), Building (193 feet in length), and Building 7 (172 feet in length) where they are required for buildings great than 150' in length.

BUILDING TYPES

10. **153.062(E)(3)(c) Roof Materials** to allow Spanish (clay) roof tiles at Building 7 where cedar shake, slate or metal are required.

PARKING STRUCTURE BUILDING TYPE

11. **153.062(O)(11)(a)(2) Impervious Lot Coverage** to allow 90% lot coverage in Block 2 where a maximum of 8% is permitted.

OPEN SPACE TYPES

12. **153.064(G)(1)(a) Maximum Size** to allow a 2,100 square foot pocket plaza on the east side of Monterey Drive where the maximum size permitted is 1,200 square feet.

SITE DEVELOPMENT STANDARDS

13. **153.065(B)(7)(c)(1) Required Loading Spaces** to allow a single on-street loading space where 2 are required.
14. **153.065(D)(5)(c) Surface Parking and Circulation Area Landscaping** to allow tree grates/deciduous trees to fulfill this requirement for the parking area south of Building 1 where options include landscape islands with a maximum run of 12 parking spaces, interior tree lawn, or consolidated island.

Vote: Ms. Harter, yes; Mr. Chinnock, yes; Mr. Alexander, no; Mr. Way, yes; Mr. Garvin, yes; Ms. Damaser, yes;

[Motion carried 5-1.]

Mr. Garvin moved, Mr. Alexander seconded approval of the Final Development Plan with the following conditions:

1. That the necessary right-of-way at the north end of the added tract be dedicated to the City.
2. That the streetscape details of all public streets, including intersection widths and radii, loading zone parameters, and transitions to existing street conditions be coordinated with the City.
3. That modifications be made to the design of the surface parking south of Building 2 and/or to the entrances on the south elevation of that building to allow for proper pedestrian circulation in that area per the intent of the Bridge Street District and the Historic Transition Neighborhood.
4. That an intuitive pedestrian path be provided between the development site and Corbins Mill Drive through the shared parking area on the parcel to the west.
5. That bicycle parking be incorporated in the open space areas and/or in locations visible from the open spaces and the buildings' front doors.
6. That 2-3 electric car charging points be incorporated.
7. That connectivity to the Dublin Cemetery to the east and Monterey Park to the south be provided with locations to be coordinated with the City.
8. That the applicable tree replacement requirements be addressed at the Building and Site Permit stage.
9. That Building 7, including the parking structure, be shifted two feet to the west to maximize protection of the existing trees along the east property line.
10. That the applicant coordinate with the City and the Dublin Arts Council to create an appropriate buffer from the cemetery expansion site without encroaching unto that site.

11. That the landscape plan be updated to meet all applicable requirements and provide appropriate buffering.
12. That the applicant continue to work with City staff on refining the architectural details, including the parking structure, and submit an Amended Final Development Plan for review and approval of the remaining architectural development standards and any other site or landscaping updates.
13. That a photometric plan and light fixture cut sheets be provided at the Building Permit stage to verify compliance with all applicable requirements.
14. That the applicant continue to work with the City Engineering staff on all utility and site-related issues, including the design and configuration of the stormwater detention needed for the site for both public and private improvements to properly account for known capacity concerns in the existing storm sewer system.

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

[Motion carried 6-0].

COMMUNICATIONS

Mr. Bitar reminded commission members of the joint training session with the Board of Zoning Appeals and the Architectural Review Board scheduled for the following Thursday evening at the Development Building, from 6:00 to 8:00 p.m. He noted that Mr. Boggs would begin the session, followed by a presentation from a planning consultant on meeting management and conflict resolution, drawing on material recently presented at the APA conference.

Ms. Damaser raised a clerical matter regarding the previously approved June 11 meeting minutes. She questioned a word (anachronistic) on page 8 under Commission Discussion. Mr. Garvin stated that the word as recorded was not necessarily incorrect given the context, and the Commission agreed to authorize a clerical correction at staff's discretion.

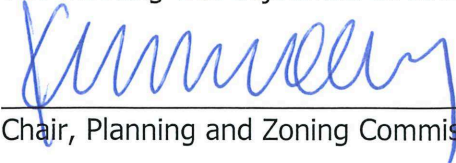
Ms. Damaser moved, Ms. Harter seconded to authorize Ms. Maxwell to make a clerical correction to the June 11 meeting minutes if necessary.

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

[Motion carried 6-0.]

ADJOURNMENT

The meeting was adjourned at 10:37 pm.



Chair, Planning and Zoning Commission



Deputy Clerk of Council