

RECORD OF PROCEEDINGS

DAYTON LEGAL BLANK, INC., FORM NO. 10148

Held

November 15, 1999

(YEAR)

Mayor Kranstuber called the Dublin City Council Meeting of November 15, 1999 to order at 7:00 p.m.
Mr. Reiner led the Pledge of Allegiance.

Roll Call

Council members present were: Mayor Kranstuber, Vice Mayor Boring, Mr. Adamek, Mr. McCash, Mr. Peterson, Ms. Hide Pittaluga and Mr. Reiner.
Staff members present were: Mr. Hansley, Mr. Helwig, Mr. Smith, Ms. Grigsby, Mr. Harding, Ms. Clarke, Ms. Puskarcik, Mr. Stevens, Ms. Crandall, Mr. McDaniel, Mr. Hahn, Ms. Heal, Mr. Husenitza.

Approval of Minutes of Meeting of November 1, 1999

Mayor Kranstuber moved approval of the minutes as submitted.
Ms. Hide Pittaluga seconded the motion.
Vote on the motion - Mr. Reiner, yes; Mrs. Boring, yes; Mr. McCash, yes; Mr. Peterson, yes; Ms. Hide Pittaluga, yes; Mayor Kranstuber, yes; Mr. Adamek, yes.

Correspondence

The Clerk reported that no correspondence had been received which would require Council action.

Citizen Comments (items not on the agenda)

There were no comments from citizens.

Staff Comments

There were no comments from staff.

Presentation by the Dublin Convention & Visitors Bureau

Pat Schmucki, Executive Director provided a summary of their activities as outlined in the annual report for the period of July 1, 1998 through June 30, 1999. She distributed copies of the report to Council. Highlights of the past year included expansion of the sports marketing program; launching of an aggressive public relations campaign; and market research to help with future planning. She provided statistics on occupancy rates and noted that the information is provided in the handout. The past year was a year of tremendous growth in the number of hotel rooms, and the Embassy Suites will come on-line in the next year. She added that the DCVB continues to believe, based on their surveys, that there is an unmet need for a conference center in Dublin.

Mayor Kranstuber noted that State Representative Pat Tiberi is present tonight and would like to comment briefly.

Rep. Tiberi noted that over the last seven years, he has represented Central Ohio and a portion of the Dublin area. He has enjoyed the opportunity to work with the City of Dublin staff on projects such as the I-270 widening and the Avery Road interchange. In the future, he is hopeful that he will be elected to represent Dublin in the U.S. Congress and is looking forward to a continued good relationship with Council and staff. This is the last year he will serve as Majority Leader in the Ohio House, but he will continue to provide assistance to the City of Dublin as needed.

Mr. Hansley expressed his appreciation of Rep. Tiberi's interest and assistance with issues which impact Dublin.

LEGISLATION

SECOND READING/PUBLIC HEARING - ORDINANCES

Ordinance 45-99(Amended) - An Ordinance Providing for a Change in Zoning for 83 Acres Located on the South Side of Post Road, North of US 33, Approximately 900 Feet West of Avery-Muirfield Drive, From: R, Rural District, to: PCD, Planned Commerce District. (Perimeter West Office Park/File No. 99-040Z) (Applicant: BJL, LP, c/o Jeff McInturf, 283 South State Street, Suite 201, Westerville, Ohio 43081; Carol Lehr, 2267 Middlesex Road, Columbus, Ohio 43220; and Ruscilli Development

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Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

Held _____ November 15, 1999 _____

(YEAR)

Company, c/o William Tippmann, 2041 Arlingate Lane, Columbus, Ohio 43228; represented by Ben Hale, Jr. Smith and Hale 37 West Broad Street, Suite 725, Columbus, Ohio 43215)

Ms. Clarke stated the rezoning area consists of 83 acres, currently farmland, and the proposal is for an office park to be called Perimeter West Office Park. It is located behind the Kroger shopping center on Avery Road. The application was initiated by another developer, the Alter Group, and it was then taken over by the Ruscilli Corporation. There is an opportunity to build a hotel within the overall grounds. The project extends Perimeter Drive and Perimeter Loop Road from the Riverside Hospital property through this site. Perimeter Drive will connect back to Post Road. There is an economic incentive agreement related to this site on tonight's Council agenda. She then showed slides of the area, noting that an existing home on two acres off of Post Road is part of this application. Several road improvements are planned with the development. The density of the development was a major discussion item at the Planning Commission meetings. Following the traffic study, the density was brought down to 9,000 square feet per acre. This was a major concession made by the applicant at the Planning Commission. The overall development is now 747,000 square feet over the 83 acres. However, the applicant has asked for the right to return at a later date to request a higher density. The minutes from the Planning Commission reflect that the Commission acknowledged that they could support a higher density in the future, based upon the traffic studies at that time. This development is for a Class A office park, and the applicant has committed to signature architecture as well as landscape features, water features, and landscape enhancements consistent with Class A office parks. This proposal will help to create an exciting gateway on Dublin's west side. Staff is recommending approval, and the Planning Commission recommended approval with 12 conditions on October 7, 1999:

- 1) That the text be revised to clarify the means to administer the density and lot coverage requirements;
- 2) That the text be revised to state that the existing structure in Subarea 3 is permitted access onto Post Road unless the structure is expanded or the site redeveloped, at which time internal access via Perimeter Drive must be provided;
- 3) That the text prohibit commercial use of the existing structure in Subarea 3 if the structure is ever expanded;
- 4) That the text be revised to state compliance with the Thoroughfare Plan and the Stormwater Regulations;
- 5) That mansard roofs be strictly prohibited from Subareas 1 and 3;
- 6) That the landscape treatment, including street trees, along all roads be consistent with the property to the east, subject to staff approval;
- 7) That the text be revised to limit signs to ground signs with a maximum height of six feet;
- 8) That the average density for the entire project not exceed 9,000 square feet per acre;
- 9) That the absolute maximum height, including mechanicals, in Subarea 2 be limited to 80 feet, and that the absolute maximum height, including mechanicals, in Subarea 1 be limited to 34 feet;
- 10) That the text be revised to increase the minimum roof pitch to 6:12 in all Subareas;
- 11) That buildings over 60 feet in height along the south side of Perimeter Drive have a minimum setback of 150 feet; and
- 12) That all conditions are met prior to this case being scheduled for City Council.

The Planning Commission also recommended in a second motion that City Council undertake the study of the Post Road interchange with US 33 as a high priority at the beginning of the year 2000. Rail Van is scheduled to occupy the first building by February of 2001.

Ben Hale, Jr. Smith and Hale, 37 West Broad Street stated that this rezoning is unusual in that the first building for this site is to house Rail Van, a plan which has already been approved by the Planning Commission. He then showed the renderings of the site

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DAYTON LEGAL BLANK, INC., FORM NO. 10148

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improvements, noting that the Rail Van building is a three-story, brick building. Lengthy discussion took place at the Planning Commission hearing in regard to the density and traffic issues. The applicant commissioned a traffic study at the request of the Planning Commission, and the Commission then asked that the square footage be reduced to a number that would allow the intersection to work at a level of service C. The Community Plan indicated that the level of service D was satisfactory. The applicant then reduced the density, and what was actually approved was for 9,000 square feet. They did receive the right to do an individual building at 12,500 square feet. The density set at 9,000 square feet is exceptionally low compared to other sites throughout Dublin. They will reserve the right to come back to the Planning Commission for an increase in density after all the traffic improvements are installed. He believes that the Commission was overly conservative. He clarified for the record in regard to the square footage issue that the applicant will come back in the future to request a higher density. City staff and the Planning Commission were all very supportive of this proposal.

Ms. Hide Pittaluga noted that the parking appears to be pushed far back from the freeway. Mr. Hale responded that this is not a freeway building. There will be lush landscaping all along the front of the site, and most of the parking will be in the back of the building. There was no further public testimony on the rezoning.

Mayor Kranstuber commented that it appears to be a very attractive building with very nice architectural detail.

Mr. McCash clarified for the record that, after this project came through Dublin's Planning and Zoning Commission, the Meacham & Apel Architects firm became involved with a land owner in the southwest area of Columbus. They are providing assistance in preparation of marketing materials for an office/industrial site. At the same time, the same landowner engaged Ruscilli. The two firms are not working together, but they are associated with the same landowner. He consulted with the Law Director who has indicated there does not appear to be a conflict of interest on this particular issue.

Mr. Helwig added that Rail Van has been working through the process since the second quarter of 1999, and he is appreciative of everyone's support and patience with this rezoning. Rail Van is coming in with a higher density than the 9,000 average on this site. The issues were extensively reviewed at the Commission, and Rail Van was assured that the City is desirable of having their presence in Dublin. The potential is for 550 to 600 jobs in February 2001 in the field of logistics. Staff welcomes Rail Van to the Dublin community, and appreciates Ruscilli's work in developing this office park.

Vote on the Ordinance – Mr. Peterson, yes; Ms. Hide Pittaluga, yes; Mr. McCash, yes; Mrs. Boring, yes; Mr. Reiner, abstain; Mayor Kranstuber, yes; Mr. Adamek, yes.

Ordinance 121-99.- An Ordinance Establishing the Location and Amount of Cash on Hand for Change Funds.

Mr. Hansley stated that this is a housekeeping ordinance, which is described in the memo accompanying the ordinance. Staff is recommending adoption at this time.

Vote on the Ordinance – Mr. Reiner, yes; Mayor Kranstuber, yes; Mr. McCash, yes; Ms. Hide Pittaluga, yes; Mr. Peterson, yes; Mr. Adamek, yes.

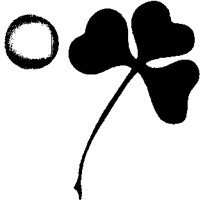
INTRODUCTION & FIRST READING – ORDINANCES

Ordinance 127-99.- An Ordinance Accepting the Annexation of 50.8+/- Acres from Jerome Township, Union County to the City of Dublin. (Harrison W. Smith, Jr., agent for Bishop Trust)

Mayor Kranstuber introduced the ordinance.

~~Mr. Hansley stated that staff recommends that this be held over for public hearing at the next Council meeting.~~

~~Mr. Helwig stated that this annexation is for a parcel relating to the Metro Park acquisition. This parcel was not in the original target area for the Metro Park as it appeared in the Community Plan. However, its proximity is important. It lies east of~~



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DUBLIN PLANNING AND ZONING COMMISSION

RECORD OF ACTION

November 4, 1999

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

1. Development Plan 99-092DP - Perimeter West PCD, Subarea 2 - Rail Van - 6805 Perimeter Drive

Location: 13.3 acres located on the southwest corner of Perimeter Drive (extended) and Perimeter Loop Road (extended).

Existing Zoning: R, Rural District with PCD, Planned Commerce District (pending).

Request: Review and approval of a development plan under the provisions of Section 153.058

Proposed Use: A 161,000 square foot, three-story office building.

Applicant/Owner: BJL, LP, c/o Jeff McInturf, 283 South State Street, Suite 201, Westerville, Ohio 43081; Carol Lehr, 2267 Middlesex Road, Columbus, Ohio 43220; and Ruscilli Development Company, c/o William Tippmann, 2041 Arlingate Lane, Columbus, Ohio 43228; represented by Ben W. Hale, Jr., Smith and Hale, 37 West Broad Street, Columbus, Ohio 43215.

MOTION: To approve this development plan because it meets the PCD development text and extends the road network according to the preliminary plat, with eight conditions:

- 1) That the design of the parking lot meet the requirements of the City Engineer;
- 2) That the site meet the Stormwater Regulations to the satisfaction of the City Engineer;
- 3) That the lot coverage be reduced to a maximum of 65 percent;
- 4) That landscaping comply with Code and the text, subject to staff approval;
- 5) That all proposed signage be redesigned to meet Code, and that the Commission retain discretion to assure the appropriate design and location of the center identification signage;
- 6) That the plan be amended to conform to any requirements imposed by City Council in consideration of the rezoning;

DUBLIN PLANNING AND ZONING COMMISSION

RECORD OF ACTION

November 4, 1999

1. Development Plan 99-092DP - Perimeter West PCD, Subarea 2 - Rail Van - 6805 Perimeter Drive (Continued)

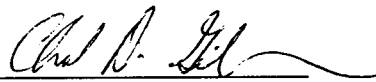
- 7) That the two wet retention ponds be no less than ten feet in depth, subject to staff approval; and
- 8) That revised plans incorporating these conditions be submitted by November 29, 1999.

* Ben W. Hale, Jr. agreed to the above conditions.

VOTE: 5-0.

RESULT: This application was approved.

STAFF CERTIFICATION


Chad Gibson
Planner

~~Mr. Hermann said a request was made for changeable copy signs, not permitted under the Sign Code, at schools. City Council has asked the Commission to examine this issue.~~

~~Mr. Helwig said City Council is focusing greater efforts on revitalizing Old Dublin, through a community task force. Appointments are expected in December, with meetings beginning in January. One representative may come from the Commission. He noted the MS Consultants' study on the Bridge Street median and Old Dublin by-pass is expected next month.~~

~~Mr. Lecklider announced that are Cases 1, 2, 4, and 8 are eligible for the consent agenda. These will be heard first, and then the Commission will hear the other cases in order. [The minutes, as prepared, reflect the order of the agenda, not the order in which cases were heard.]~~

1. Development Plan 99-092DP - Perimeter West PCD, Subarea 2 - Rail Van - 6805 Perimeter Drive

Chad Gibson presented this development plan for a three-story, 161,000 square foot office building on a 13.3-acre site with a PCD rezoning for the site pending. He said the building is to be constructed in phases of 113,000 and 48,000 square feet. He showed several slides. Perimeter Drive and Perimeter Loop are to be extended to this site. This site is on the southeast corner of the extension of Perimeter Drive and Perimeter Loop.

Mr. Gibson said curb cuts proposed are a full-service cut onto Perimeter Drive, a full-service cut onto Perimeter Loop, and a shared access at the southern portion of the site. He said when the combined cut is installed, the Perimeter Loop curbcut will become right in/right out.

Two signs (33 square feet each) are proposed at the driveways. Mr. Gibson said an additional 80 square foot development sign is to be located at the corner, possibly in the pond.

Mr. Gibson said the zoning text described two development signs for the Perimeter West PCD at the southeast corner of Perimeter Drive and Perimeter Loop, and along US 33/SR 161. If the signs are rectangular, 80 square feet, and otherwise meet Code, a pond sign is possible.

Mr. Gibson said there is a circular entry feature off Perimeter Drive, and the revised plan reflects a maximum of 65 percent lot coverage. The easternmost water feature is wider, per staff's request. One fountain will be located in eastern water feature, and two in the western. Mr. Eastep noted the landscape plan only showed one fountain on the large water feature.

Mr. Gibson said tan and red brick veneer with spandrel and colored glass was proposed. There is a flat arch design with a square two-over-two window design on the upper floor. He said EIFS will be used for detail on the screen of the mechanical units. He said the building is 54 feet high--less than the 80-foot maximum height.

The building density is 12,100 square feet per acre, and the maximum density for the entire 83-acre development was 9,000 square feet per acre. The density will have to be lower elsewhere in the development. Mr. Gibson said staff believes this development will set the

tone for the entire PCD. The proposal responds to the Commission's request for quality and design. He said staff is recommending approval with seven conditions:

- 1) That the design of the parking lot meet the requirements of the City Engineer;
- 2) That the site meet the Stormwater Regulations to the satisfaction of the City Engineer;
- 3) That the lot coverage be reduced to a maximum of 65 percent;
- 4) That landscaping comply with Code and the text, subject to staff approval;
- 5) That all proposed signage be redesigned to meet Code;
- 6) That the plan be amended to conform to any requirements imposed by City Council in consideration of the rezoning; and
- 7) That revised plans incorporating these conditions be submitted by November 29, 1999.

Mr. Eastep noted the landscape plan for Phase 1 only showed nine evergreens, and said in the winter, there will be no "vertical green" which will look very stark

Mr. Gibson said originally, the northern access along Perimeter Drive did not permit left-out turns, and now it is a full-service cut. Originally, the Perimeter Loop Drive cut was right-in/right-out only. Now, the preliminary plat states that when the southern shared access is built, this full service access will be converted to a right-in/right-out only. Mr. Gibson said the access to the north was changed because of its distance from Perimeter Loop. After further review, the distance was sufficient for a full access.

Rick Helwig said he reviewed this plan with Mr. Kindra and Tim Kelton. He said originally there was an access proposed immediately to the north which was eliminated. That access will be across from where Perimeter Loop meets Perimeter Drive. It has the ability to have all four-turning movements. It is the grand entrance to the facility.

Mr. Harian asked if there was a left-turn lane on the front entrance into Perimeter Drive. Mr. Helwig said yes.

Mr. Lecklider said the staff report questioned the value of the water feature located to the northeast. Mr. Gibson said staff found the east detention area to be too narrow for a nice effect and suggested widening the pond to provide a better visual impact.

Mr. Gibson said since this site technically had not yet received its zoning approval, any requirements added by City Council regarding density, etc. will have to be respected.

Regarding the ponds, Barb Cox said preliminary calculations were received which seem to comply with the stormwater regulations.

Mr. Sprague asked if adding a lane at Perimeter and Avery-Muirfield Drives had been discussed. Ms. Cox said the traffic study was done with the rezoning suggested several intersection improvements.

Mr. Helwig said the City has committed to in the proposed TIF, Perimeter Drive through this site to Post Road and to adjust Post Road into a "T". A 600-foot stub of Perimeter Loop will

service the Rail Van site. Mr. Helwig said before the development can exceed 210,000 square feet, the Perimeter Loop connection and intersection improvements at Post Road/Avery Road, Perimeter Drive/Avery Road, and Perimeter Loop/Avery Road must be completed.

Mr. Gibson said the revised plan has eight-foot deep ponds. Mr. Eastep said MORPC requires eight feet with aeration, ten feet without. Ms. Cox said an aeration system is proposed.

Ben W. Hale Jr., attorney representing the applicant, agreed to the seven conditions above. He said originally, they had 65.5 percent lot coverage. The parking spaces facing Avery Road were eliminated, and the greenspace expanded. The lot coverage is now under 65 percent.

Mr. Hale said there are 25 more pine trees on the revised site plan than Code required and approximately 39 additional ornamental trees.

Mr. Lecklider also thought green should be maintained throughout the year. Mr. Hale said there were a total of 25 pine trees on the 13-acre site. Mr. Hale agreed to work with staff to make sure that it is adequate. He said they wanted to do a first class landscaping job.

Ed Feher, Glavan and Associates, showed a building rendering. The building will have light and dark brick. Solar bronze tinted glass is proposed. A penthouse will screen the mechanical units. The same architectural expression continues on all four elevations, with segmented and arched windows. Phase 1 is an L-shaped building. The 48,000 square foot three-story wing (Phase 2) comes out the back. Recessed panels will be eventually removed for the expansion. He said the expansion will look like the balance of the building with the same materials.

Mr. Feher presented a drawing of the proposed signs. He said the secondary logo (the globe) met Code. He said Rail Van is in the process of changing its name and logo due to a merger. He said they are proposing a rectangular sign within a brick pedestal and brick piers to match the building. He agreed to work with staff to meet the Sign Code.

Mr. Hale said the zoning text permits a joint identification sign, and that sign has not been submitted to the City.

Bill Tippmann, Ruscilli Development Company, said they plan to identify the building with some kind of signature method, perhaps in the pond.

Mr. Fishman asked if the office park had been named. Mr. Tippmann said "Perimeter West".

Mr. Lecklider asked about the Commission's discretion on center signage. Mr. Gibson said the zoning text for Perimeter West allows two center identification signs (along SR 161/US 33 and at this corner). The maximum size is 80 square feet and the maximum height is six feet. Ms. Clarke said, when submitted, signs must be reviewed and approved by the Commission.

Mr. Lecklider and Mr. Fishman were concerned about installing the identification sign in the pond. Mr. Fishman did not want it to ruin the water feature.

Mr. Lecklider said in the future, sign locations should be better defined. He said the intent of the water feature is a natural, Dublin-looking feature, not something accenting a sign.

Tim Kelton, Ruscilli, said it was their intent to place the sign close to the intersection. It was not their intent to encroach into Rail Van's site.

Mr. Lecklider suggested a condition which would leave the location of the sign to the Commission's discretion but would indicate that they would consider something within the pond. He said "snugging it up to the corner" may still leave it within the water feature.

Mr. Hale said this is a quality plan and building. It will be 54 feet high instead 80 feet.

Greg Melchior, James Burkhart Associates, said they would work with staff to plant evergreen trees. They will substitute some of the deciduous trees for evergreen trees. Mr. Fishman said he did not want that. Extra pine trees should be added for vertical green behind the narrow pond. He asked how many pines could be added without making it opaque. Mr. Melchior said pines would compete with the deciduous trees.

Mr. Eastep wanted to integrate pines in clusters in the perimeter buffer strip. Mr. Melchior said there were evergreen trees within that area, between the east and south elevations.

Mr. Fishman asked how many fountains there were in the two ponds. Mr. Kelton said there were two proposed in the westerly pond, and they might add a smaller fountain in the second pond. He said they were the upright fountains.

Mr. Gibson said the eastern pond is now 70 feet wide.

Mr. Eastep asked if the average depth of the ponds could be ten feet. Mr. Hale agreed.

Mr. Harian asked how the elevations will look from US 33. He wanted to make sure that from US 33, the equipment could not be seen. Mr. Feher said a screen would either curve on the roof or sit on the steel frame, two feet above the curve on the roof.

Mr. Lecklider wanted the Commission to retain its discretion over the sign being located in the pond. Mr. Hale agreed. Mr. Fishman said any water sign should add to the local ambiance.

Mr. Lecklider said this was a great plan, and he appreciated the applicant's patience and cooperation. He was looking forward to this development. Mr. Fishman agreed.

Mr. Fishman made the motion to approve this plan because it meets the PCD development text and extends the road network according to the preliminary plat, with eight conditions:

- 1) That the design of the parking lot meet the requirements of the City Engineer;
- 2) That the site meet the Stormwater Regulations to the satisfaction of the City Engineer;
- 3) That the lot coverage be reduced to a maximum of 65 percent;
- 4) That landscaping comply with Code and the text, subject to staff approval;

- 5) That all proposed signage be redesigned to meet Code, and that the Commission retain discretion to assure the appropriate design and location of the center identification signage;
- 6) That the plan be amended to conform to any requirements imposed by City Council in consideration of the rezoning;
- 7) That the two wet retention ponds be no less than ten feet in depth, subject to staff approval; and
- 8) That revised plans incorporating these conditions be submitted by November 29, 1999.

Mr. Eastep seconded the motion, and the vote was as follows: Mr. Harian, yes; Mr. Lecklider, yes; Mr. Sprague, yes; Mr. Eastep, yes; and Mr. Fishman, yes. (Approved 5-0.)

Mr. Fishman welcomed Rail Van to Dublin.

~~2. Revised Final Development Plan 99-113FDP - Coffman Park PUD - Coffman Park - 5600 Post Road~~

~~Bobbie Clarke presented this revised final development plan for a permanent sign on Post Road. She showed several slides. The sign will be located between the entrance and exit driveways, and will be mounted on each side of a tapered stone wall. Coffman Park is zoned PUD, Planned Unit Development District, which gives the Commission discretion to approve a sign that does not meet Code. Because the faces of the sign are not back to back, it does not comply with Code. The size, colors and logo all comply with Code. Staff thinks it is part of an important landscape entry. She said staff is recommending approval without conditions.~~

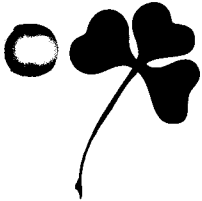
~~Mr. Harian asked if this stone wall sign will be standard for all Dublin parks. Fred Hahn said the sign, minus the stone, with the logo was reviewed by a Council committee and adopted by Council as a standard design for City facilities. Existing signs will be replaced as needed. Mr. Harian asked if the sign was illuminated. Mr. Hahn said yes, with floodlights.~~

~~Mr. Eastep said standardization of City signage was overdue. This will be a nice addition, and he agreed that old signs should be replaced as needed.~~

~~Mr. Sprague was glad the sign befits the quality of Coffman Park and the recreation center.~~

~~Mr. Lecklider too, was glad to see the City signage standardized. He said under the circumstances he wanted it known that his positive vote was on the basis of this unique site. He did not want this to create a precedent for retail signs.~~

~~Mr. Harian made a motion to approve this final development plan, and Mr. Fishman seconded it. The vote was as follows: Mr. Lecklider, yes; Mr. Eastep, yes; Mr. Sprague, yes; Mr. Fishman, yes; and Mr. Harian, yes. (Approved 5-0.)~~



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DUBLIN PLANNING AND ZONING COMMISSION

MEETING MINUTES

OCTOBER 21, 1999

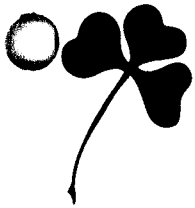
1. ~~Informal – Code Amendment 99-043ADM – Scenic Road Setback (Discussion only – No Vote).~~
2. ~~Informal – Code Amendment 97-148ADM – Historic Development District (Discussion only – No Vote).~~
3. ~~Concept Plan 99-023CP – Abbington (Disapproved 6-1).~~
4. ~~Revised Final Development Plan 99-095RFDP – McKittrick PUD – Air Touch – 5175, 5165 Emerald Parkway (Tabled 7-0).~~
5. ~~Development Plan 99-092DP – Rail Van – Perimeter West PCD, Subarea 2 – 6805 Perimeter Drive (Postponed without vote or discussion)~~
6. ~~Development Plan 98-095DP – 6350 Perimeter Loop Road and Revised Development Plan 99-073RDP – 6400 Perimeter Loop Road – Perimeter Center, Subarea I – Crown Dealerships (Postponed without vote or discussion)~~
7. ~~Development Plan 99-094DP – Hawthorn Suites – Tuttle Crossing PCD, Subarea E – 5300 Parkcenter Avenue (Postponed without discussion)~~
8. ~~Final Development Plan 99-113FDP – Coffman Park – Sign (Postponed without vote or discussion).~~

Tim Leekliden called the meeting to order at 6:30 p.m. Commissioners present were Roger Eastep, Jim Sprague, Tom McCash, Warren Fishman, George Peplow, and Joe Harian. Staff included Bobbie Clarke, Chris Hermann, Mary Newcomb, Chad Gibson, Barb Cox, Kim Littleton, Carson Combs, Kyle Ezell, John Talentino, Fred Hahn, Jennifer Dutey (first half), Mitch Banchefsky (second half), Flora Rogers, Mike Stevens, Stacy Peters, and Libby Farley.

Administrative business:

Ms. Clarke reminded the Commission of the Mt. Auburn joint meeting next Monday. The original economic development study from five years ago will be re-presented.

Ms. Clarke introduced Mike Stevens, the new Economic Development Director, and Stacy Peters, Landscape Architect, Grounds and Facilities Division.



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DUBLIN PLANNING AND ZONING COMMISSION

RECORD OF ACTION

October 7, 1999

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

3. Rezoning Application - Composite Plan 99-040Z - Perimeter West Office Park

Location: 83 acres located on the south side of Post Road, north of US 33, approximately 900 feet west of Avery-Muirfield Drive.

Existing Zoning: R, Rural District.

Request: PCD, Planned Commerce District.

Proposed Use: An office campus totaling 944,000 square feet and additional permitted uses (including hotels and ancillary commercial/restaurant uses in an office or hotel). Perimeter Drive and Perimeter Loop Road will also be extended.

Applicant: BJL, LP, c/o Jeff McInturf, 283 South State Street, Suite 201, Westerville, Ohio 43081; Carol Lehr, 2267 Middlesex Road, Columbus, Ohio 43220; and Ruscilli Development Company, c/o William Tippmann, 2041 Arlingate Lane, Columbus, Ohio 43228; represented by Ben W. Hale, Jr., Smith and Hale, 37 West Broad Street, Columbus, Ohio 43215.

MOTION #1: To approve this rezoning application with 12 conditions:

- 1) That the text be revised to clarify the administration of the density and lot coverage requirements;
- 2) That the text be revised to state that the existing structure in Subarea 3 is permitted access onto Post Road unless the structure is expanded or the site redeveloped, at which time internal access via Perimeter Drive must be provided;
- 3) That the text prohibit commercial use of the existing structure in Subarea 3 if the structure is ever expanded;
- 4) That the text be revised to state compliance with the Thoroughfare Plan and the Stormwater Regulations;
- 5) That mansard roofs be strictly prohibited from Subarea 1;
- 6) That the landscape treatment, including street trees, along all roads be consistent with the property to the east;

99-092DP

Rail Van

Perimeter West PCD

6805 Perimeter Drive

DUBLIN PLANNING AND ZONING COMMISSION

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3. Rezoning Application - Composite Plan 99-040Z - Perimeter West Office Park (Continued)

- 7) That the text be revised to limit signs to ground signs with a maximum height of six feet;
- 8) That the average density for the entire project not exceed 9,000 square feet per acre;
- 9) That the absolute maximum height, including mechanicals, in Subarea 2 be limited to 80 feet, and that the absolute maximum height, including mechanicals, in Subarea 1 be limited to 35 feet;
- 10) That the text be revised to increase the minimum roof pitch to 6:12 in all Subareas;
- 11) That buildings over 60 feet in height along the south side of Perimeter Drive have a minimum setback of 150 feet; and
- 12) That all conditions are met prior to this case being scheduled for City Council.

* Ben W. Hale, Jr. agreed to the above conditions.

VOTE: 7-0.

RESULT: This preliminary plat will be forwarded to City Council with a positive recommendation.

MOTION #2: To recommend to City Council that a study of the Post Road interchange with US 33/SR 161 be undertaken as a high priority at the beginning of 2000.

VOTE: 7-0.

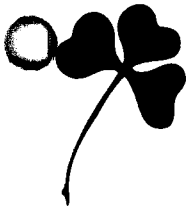
RESULT: A recommendation will be forwarded to City Council to undertake a study of the Post Road interchange with US33/SR 161 with a high priority early in 2000.

STAFF CERTIFICATION



Chad Gibson
Planner

99-092DP
Rail Van
Perimeter West PCD
6805 Perimeter Drive



CITY OF DUBLIN

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DUBLIN PLANNING AND ZONING COMMISSION

RECORD OF ACTION

October 7, 1999

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

4. Preliminary Plat 99-093PP - Perimeter West Office Park - Perimeter West PCD

Location: 83 acres located on the south side of Post Road, north of US 33, approximately 900 feet west of Avery-Muirfield Drive.

Existing Zoning: PCD, Planned Commerce District (pending).

Request: Review and approval of a preliminary plat under the provisions of Section 153.058.

Proposed Use: Office subdivision including three subareas and the westward extension of Perimeter Drive and Perimeter Loop Road.

Applicant/Owner: BJL, LP, c/o Jeff McInturf, 283 South State Street, Suite 201, Westerville, Ohio 43081; Carol Lehr, 2267 Middlesex Road, Columbus, Ohio 43220; and Ruscilli Development Company, c/o William Tippmann, 2041 Arlingate Lane, Columbus, Ohio 43228; represented by Ben W. Hale, Jr., Smith and Hale, 37 West Broad Street, Columbus, Ohio 43215.

MOTION: To approve this preliminary plat with six conditions:

- 1) That the stormwater management system comply with the City's Stormwater Regulations, subject to staff approval;
- 2) That the plat be revised to note the setback requirements for buildings and pavement along Post Road, Perimeter Loop Road, and Perimeter Drive;
- 3) That the plat be revised to conform to the Thoroughfare Plan, including the addition of bikepaths and sidewalks, subject to staff approval;
- 4) That right-of-way along Post Road consistent with the Thoroughfare Plan be dedicated to the City;
- 5) That Subarea 3 be permitted access onto Post Road unless the structure is expanded or the site redeveloped, at which time internal access via Perimeter Drive must be provided; and

99-092DP

Rail Van

Perimeter West PCD

6805 Perimeter Drive

DUBLIN PLANNING AND ZONING COMMISSION

RECORD OF ACTION

October 7, 1999

**4. Preliminary Plat 99-093PP - Perimeter West Office Park - Perimeter West PCD
(Continued)**

6) That all conditions be met prior to scheduling for City Council.

* Ben W. Hale, Jr. agreed to the above conditions.

VOTE: 7-0.

RESULT: This preliminary plat was approved. It will be forwarded to City Council with a positive recommendation.

STAFF CERTIFICATION



Chad Gibson
Planner

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3. Rezoning Application – Composite Plan 99-040Z –Perimeter West Office Park

Chad Gibson said this composite plan was for 83 acres between Post Road and US 33/SR 161. The revised application includes a maximum of 888,000 square feet of office, hotel, and related commercial uses. The plan has been revised downward twice from the initial plan for 1M square feet. The current application is for an exchange of 10,700 square feet per acre. Mr. Gibson noted that several Commissioners had expressed interest previously in reducing this to 9,000 square feet per acre.

Mr. Gibson showed several slides. He said the site is zoned R, Rural District, and the request is for PCD, Planned Commerce District. Subarea 3 contains a house, and the rest of the site is undeveloped. He said the development text for Subarea 1, along Post Road, permits two-story office buildings, a maximum height of 35 feet, and requires residential character. Subarea 2 is along US 33 and will permit five-story offices and seven-story hotels with an 80-foot height maximum. Access to Post Road is permitted in Subarea 3 until any modification or expansion of that site, at which time access will be limited to Perimeter Drive.

He said the traffic study indicated several road improvements are necessary, and in some off-site areas, landscaping will need to be removed and right-of-way acquired. He said architecture is to be harmonious within the development and will feature brick, stone, and decorative pre-cast materials. Water features with pedestrian access will be included.

Mr. Gibson said staff recommends approval with eight conditions:

- 1) That the text be revised to clarify the administration of the density and lot coverage requirements;
- 2) That the text be revised to state that the existing structure in Subarea 3 is permitted access onto Post Road unless the structure is expanded or the site redeveloped at which time internal access via Perimeter Drive must be provided;
- 3) That the text prohibit commercial use of the existing structure in Subarea 3 if the structure is ever expanded;
- 4) That the text be revised to state compliance with the Thoroughfare Plan and Stormwater Regulations;
- 5) That mansard roofs be strictly prohibited from Subarea 1;
- 6) That the landscape treatment, including street trees, along all roads be consistent with the property to the east;
- 7) That the text be revised to limit signs to ground signs with a maximum height of six feet; and
- 8) That all conditions are met prior to this case being scheduled for City Council.

Mr. McCash asked about the level of service at the US 33/Hyland-Croy intersection. Mr. Gibson said it was D+ for 944,000 square feet, but it was not re-tested for 888,000 square feet.

Mr. Peplow said the overall gross density is 10,700 square feet per acre. Mr. Gibson said the density for each subarea was not provided. He expected the highest densities along US 33. Mr. Lecklider was also concerned about density, and lowering the density was previously

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discussed. He said mechanicals should not be roof-mounted in Subarea 1; this conflicts with a residential look. Also the height limit should be 35 feet without exceptions.

Mr. Gibson said the lot coverage has been lowered from 70 percent to 65 percent on any one site, and for the entire 83-acre development, the overall lot coverage will be a maximum of 60 percent.

Mr. Lecklider said the staff report pointed out the potential or likelihood of having to relocate street lights, fire hydrants, etc. along Avery-Muirfield Drive to allow for widening, etc. He asked who would pay for the relocation. Mr. McCash said it could be included in the TIF.

Mr. Lecklider asked about the impacted or reduced greenspace along Muirfield-Avery Drive. Mr. Gibson said in order to achieve the desired level of service, additional right turn lanes are needed, and this will require the removal of portions of greenspace in front of the Fifth-Third Bank, for example. Mr. Lecklider was disappointed that any encroachments would be permitted on the limited greenspace provided.

Ben W. Hale, Jr., attorney for the applicant, said Subarea 2 was proposed at a maximum height of 70 feet, plus mechanicals. He said they will remove the reference to mechanicals out of the text for Subarea 1. That subarea will have pitched residential type roofs. It will be difficult to meet setback and other requirements and build above 9,000 square feet per acre.

Mr. Hale said the site plan for Rail Van indicates a 65 percent lot coverage. He said relocation of the streetlights, hydrants, etc., are in the TIF approved for this site. When the Community Plan was done, the level of service desired was "D". Going to "C", will require right turn lanes. Mr. Hale agreed to the eight conditions listed above.

Mr. Eastep thought the site should have a density of 9,000 square feet per acre overall. Mr. Hale said this application was first filed by the Alter Group at 15,526 square feet per acre. In August, the application was revised down to 13,526 square feet per acre which operated at a level of service "D". The Commission requested a "C" level of service, and it was revised down to 11,458 square feet per acre. It is now down to 10,700 square feet per acre. He said the Preserve on Frantz Road as a density of 11,000 square feet; Parkwood has 17,300; Blazer was 13,900; and Upper Metro was at 12,845 square feet. Mr. Hale said this is under those examples, has 60 percent lot coverage, and the traffic works at a level of service "C."

Mr. Eastep said if the Commission continued to approve densities higher than the Community Plan, they were over-building. He said the Preserve is a fantastic development on a wooded lot which gave something back to the Community. He said the level of service is to be considered, and the Commission asked for 9,000 square feet. The proposal is too high.

Mr. Eastep is very concerned about the interchange which is not yet even being studied. He feels this development needs an improved Post Road interchange to take the heat off the Avery Road interchange. He does not want Avery-Muirfield widened further.

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Mr. Hale said the TIFs will not only come from these buildings. There will be a considerable amount of income tax above and beyond what is needed for this TIF.

Mr. Eastep said the majority of the developments with higher density are directly off I-270 or US 33 with free-flowing access. There is no infrastructure planned here.

Mr. McCash said Council has been very aggressive in moving up roadway projects, and about 65 percent of the CIP is devoted to roads. He thought the Hyland-Croy/Post Road interchange would be considered soon, but there are more pressing traffic needs elsewhere. With development, it will be moved forward. The "D+" level of service results from the entire 888,000 square feet of development. He suggested a limiting development to 210,000 square feet until the road goes through, or 550,000 square feet until there are major improvements to the US 33/SR 161/Hyland-Croy interchange.

Mr. Eastep said Dublin should be proactive in its road improvements.

Mr. Sprague suggested 9,000 square feet as an aggregate limit. If those improvements are done to Hyland-Croy, etc., the applicant could apply for more density based on traffic. Mr. McCash suggested a limit of a density of 9,000 until the road improvements were made.

Mr. Eastep thought the development and road improvements should be installed hand in hand. He said private money moves faster than public money which would require approvals of MORPC and ODOT, etc.

Mr. Lecklider said another 50 acres to the west will also develop. Mr. Hale said this was also tested in the traffic study.

Mr. Fishman said he waits for four or more cycles at some traffic signals to get through.

Doyle Clear, Parsons Transportation, said if a driver waited more than one traffic signal cycle, generally that is "F" level of service. Mr. Fishman said given that, Dublin gets an "F" all over. Mr. Clear disagreed, and he recounted his own experiences. He said Council is spending a lot on road improvements to improve the level of service. He noted several areas are under construction at once, and many will be finished in one or two years.

Mr. Clear said a "D" level means stopping about 45 to 60 seconds on a average. He said the adopted Community Plan level was "D," and it is used many places. He noted that 9,000 square feet per acre is a Community Plan standard.

Mr. Eastep understood the construction problems. He was concerned about another 2M square feet of construction. He wondered if traffic will be improved enough to satisfy most residents.

Mr. Clear said the development is being staged with a set of road improvements. He said if the concern was the interchange, perhaps another trigger point could tie it to square feet of development or number of employees. Staging of roadway improvements is totally fair according to Mr. Clear. He stands by the projected levels of service in 2020.

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Mr. Hale said Hyland-Croy Road is the farthest west Dublin can annex, and Union County has extended sewers. He assumes jobs will come to that area, and no Dublin taxes will be paid. The township has limited ability to make improvements. He said Metro Parks bought 800 acres of developable land in Jerome Township, north of McKittrick Road.

Mr. Clear said hundreds of cars turning to and from Hyland-Croy Road, outside Dublin, onto Post Road has been considered. He said there are no good left turn lanes existing today. He said it cannot be totally fixed because the columns underneath limit the area needed to create right/left turn lanes. It will take state cooperation.

Mr. Eastep did not disagree, but he is concerned about the traffic trade-off for increased density. He said this project needs the proposed road.

Mr. McCash though the extension of Perimeter Drive was needed now.

Mr. Clear said all of the development in the Riverside PCD, this site, and the site to the west was tested in his study in the 2020 numbers. Mr. Lecklider was also concerned about the large numbers of homes that have been recently approved. The access will be down Avery-Muirfield Drive. He expected Hyland-Croy Road would also be loaded with new resident traffic. Mr. Clear said these were included also in the 2020 projections. The existing conditions are known, and a growth rate is added to that roadway plus the development. He said the City Engineer requires analysis based on existing conditions and the 2020 projections.

Mr. Fishman and Mr. Clear traded their driving experiences on Avery-Muirfield Drive.

Mr. Fishman said Dublin needs to be even more proactive about traffic because a lot of development has been approved in outlying areas. He was uncomfortable approving this project with a density of even 9,000 square feet per acre, because the needed infrastructure is lagging behind. He said no one in Dublin is happy with the traffic.

Mr. Clear said things are getting better. Ten years ago, none of the roads were in place, but Pat Bowman and others were doing the planning. Now the roads are coming on line and being funded by new sources of revenue. Mr. Fishman disagreed that things are developing according to the long-standing plan. Compromises were made. The reality of driving in Dublin on a daily basis is not pleasant.

Mr. Hale said the development will stay at 9,000 square feet per acre until the US 33/Post Road interchange is fixed to a "C" level of service. Mr. Clear said a completely rebuilt interchange is needed.

Mr. Sprague said he has been looking at traffic numbers for five years. He now questions the whole methodology. He said half of the development area was not accounted for on the exhibits. He said the residents are not satisfied with traffic; it is the number one issue. The Avery interchange needed improvement four years ago, and Hyland-Croy is not even programmed for improvement. He was not happy about removing landscaping for additional lanes. The density should be capped at 9,000 square feet per acre. If things do get better, the

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applicant could ask for additional square footage through a rezoning. Until proved otherwise, 9,000 is the absolute limit. He cannot believe the traffic numbers any longer because the traffic experience is abysmal, simply unacceptable.

Mr. Lecklider said current PM peak backs traffic up through the intersections. Mr. Clear said more turn lanes are needed at the intersections, and he does not believe the signals are interconnected as yet. He again said traffic will greatly improve in a few years.

Mr. Eastep suggested using more police to direct peak hour traffic onto the freeway and to route some traffic to Hyland-Croy Road temporarily. He said the civic associations are adamant about not increasing densities because people are sick of the traffic.

Mr. Hale said they believe strongly that the traffic will work. He believes that the Riverside PCD will develop at a lower density. He agreed to come back later with a rezoning for more than 9,000 square feet per acre. He is confident the traffic numbers will bear him out.

Mr. Fishman feels traffic is always in a "catch up" situation, and it will take years and years to solve the problem. He still could not support anything over 9,000 square feet per acre.

Mr. Hale agreed to an average density of 9,000 square feet per acre and an average lot coverage of 60 percent, with no site exceeding 65 percent. There was agreement among the Commissioners with this.

Mr. Lecklider said a signature office park should have more than one water feature. Mr. Hale said the stormwater design is not yet planned. He said the water flows to the north.

Regarding signs, Mr. Lecklider wanted it to be clear that the Commission would not accept signs in excess of the Code. There should be no wall signs. Mr. Hale agreed.

Regarding building height in Subarea 1, along Post Road, Mr. Lecklider wanted no deviations from the 35 feet height limit. He was concerned that 80 feet in height just south of Perimeter Drive is too high. It is too close to the residential to the north.

Mr. Hale said the Rail Van building will be about 40 feet and will be set back about 160 feet from Perimeter Drive. Mr. Bill Tippmann of Ruscilli said that height would be typical. Mr. Lecklider thought this would be great.

Mr. McCash noted the text does require a 100-foot setback along Perimeter Drive for buildings over 50 feet in height. There was some discussion of sight lines and blockage of this site by the seniors' housing structure to the north.

Mr. Fishman said he likes the proposal with the limitations just added. He said the rezoning is at the stage where the expectations for development are to be included. He wanted water features and for the developer to exceed the Landscape Code. He said the new benchmark for landscape excellence is the corner of SR 161 and Frantz (Upper Metro Place). He said this is a

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gateway, and he asked for a similar commitment. Mr. Tippmann said a commitment to do "Class A" landscaping is in the text. Mr. Hale concurred.

Regarding the setback on the south side of Perimeter Drive, buildings up to 50 feet are required to have a 50 foot setback. After some discussion, Mr. Hale agreed to a setback of 150 feet for buildings over 50 feet. Mr. Hale agreed to an absolute maximum building height of 80 feet; mechanicals, etc. will not exceed this.

Mr. Hale agreed to increase the minimum roof pitch should be increased from 5:12 to 6:12. He reiterated that density will be capped at 9,000 square feet in this application. If the interchange is improved or the surrounding area is developed at a lower density, Mr. Hale said he may be back with another rezoning request.

Mr. Harian appreciated the applicant's flexibility. He can support this application. Mr. Fishman agreed and said he respected the developer and the concessions made.

Mr. Eastep also appreciated the efforts of Mr. Hale and the applicants on behalf of the Dublin community.

Mr. Sprague apologized for raising his voice earlier. He said the duty of each Commissioner is to express the will of the community within reasonable, legal limits. He expressed deep respect for Mr. Hale. He appreciated Mr. Clear's work and the flexibility of the applicant. He hopes Rail Van will be satisfied in this new, attractive building.

Mr. Lecklider commended the staff effort and the applicant's team. He is much more comfortable with the revised application than was originally the case. He will vote yes with his fingers crossed, as he does on very large projects.

Ms. Clarke asked for clarification on the use of the residence in Subarea 3. She said both the Commission and City Council have opposed the commercial reuse of houses. Expansion of a house often makes the house very difficult to eliminate.

Mr. Hale said Subarea 2 was not in the original application, and it was included because the City requested it. The owner has agreed to participate in this application. He has agreed not to expand the house. If he builds an office building, he will eliminate his access onto Post Road and will use Perimeter Drive for the sole access. Ruscilli has agreed to grant him access to Perimeter Road. The house can be used as a residence or an office with access to Post Road. The building will be eliminated with new construction, and it will not be expanded. There is also a barn on the two-acre site. He appreciated that this owner participated in this rezoning.

Mr. Eastep suggested that Commission should recommend to City Council that the Post Road interchange should be sped up as much as humanly possible. It is a hot button for him.

Mr. McCash made a motion to approve this rezoning with 12 conditions:

- 1) That the text be revised to clarify the administration of the density and lot coverage requirements;

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- 2) That the text be revised to state that the existing structure in Subarea 3 is permitted access onto Post Road unless the structure is expanded or the site redeveloped, at which time internal access via Perimeter Drive must be provided;
- 3) That the text prohibit commercial use of the existing structure in Subarea 3 if the structure is ever expanded;
- 4) That the text be revised to state compliance with the Thoroughfare Plan and the Stormwater Regulations;
- 5) That mansard roofs be strictly prohibited from Subarea 1;
- 6) That the landscape treatment, including street trees, along all roads be consistent with the property to the east;
- 7) That the text be revised to limit signs to ground signs with a maximum height of six feet;
- 8) That the average density for the entire project not exceed 9,000 square feet per acre;
- 9) That the absolute maximum height, including mechanicals, in Subarea 2 be limited to 80 feet, and that the absolute maximum height, including mechanicals, in Subarea 1 be limited to 35 feet;
- 10) That the text be revised to increase the minimum roof pitch to 6:12 in all Subareas;
- 11) That buildings over 60 feet in height along the south side of Perimeter Drive will have a minimum setback of 150 feet; and
- 12) That all conditions are met prior to this case being scheduled for City Council.

Mr. Fishman seconded the motion. Mr. Hale agreed to the above conditions. The vote was as follows: Mr. Eastep, yes; Mr. Peplow, yes; Mr. Sprague, yes; Mr. Lecklider, yes; Mr. Harian, yes; Mr. Fishman, yes; and Mr. McCash, yes. (Approved 7-0.)

Mr. Eastep made a motion to recommend to City Council, that a study of the Post Road interchange with US 33/SR 161 be undertaken as a high priority at the beginning of 2000. Mr. Fishman seconded the motion, and the vote was as follows: Mr. Harian, yes; Mr. McCash, yes; Mr. Lecklider, yes; Mr. Sprague, yes; Mr. Peplow, yes; Mr. Fishman, yes; and Mr. Eastep, yes. (Approved 7-0.)

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4. Preliminary Plat 99-093PP - Perimeter West - Perimeter West PCD

Chad Gibson presented this preliminary plat and showed several slides. He said Perimeter Drive will be extended from the Riverside Hospital PCD site to the west property line of this site. Perimeter Loop will be extended approximately 1,200 feet. When 210,000 square feet of buildings have been constructed, the Phase 2 road improvements will begin..

Mr. Gibson said eight-foot bikepaths are needed on both sides of Perimeter Drive, and five-foot sidewalks on both sides of Perimeter Loop. They are not indicated on the current plans. He said additional lanes are still needed at key intersections.

Mr. Gibson said staff recommends approval with six conditions:

- 1) That the stormwater management system comply with the City's Stormwater Regulations, subject to staff approval;
- 2) That the plat be revised to note the setback requirements for buildings and pavement along Post Road, Perimeter Loop Road, and Perimeter Drive;
- 3) That the plat be revised to conform to the Thoroughfare Plan, including the addition of bikepaths and sidewalks, subject to staff approval;
- 4) That right-of-way along Post Road consistent with the Thoroughfare Plan be dedicated to the City;
- 5) That Subarea 3 be permitted access onto Post Road unless the structure is expanded or the site redeveloped, at which time internal access via Perimeter Drive must be provided; and
- 6) That all conditions be met prior to scheduling for City Council.

Mr. Harian suggested installing a bikepath on one side of Perimeter Loop Road. Mr. McCash asked if that would create a problem where a five-foot sidewalk met an eight-foot bikepath. Mr. Harian said suggested installation be a transition. Mr. Gibson thought this could work.

Ben W. Hale, Jr., attorney for the applicant, agreed to the conditions. He clarified that the 210,000 square feet could be exceeded when the Perimeter Drive was connected to Post Road. He said Phase 2 was a small piece of Perimeter Loop Road. Mr. Hale agreed to Mr. Harian's suggestion of the eight-foot bikepath on Perimeter Loop Road.

Mr. Fishman made a motion to approve this preliminary plat with six conditions:

- 1) That the stormwater management system comply with the City's Stormwater Regulations, subject to staff approval;
- 2) That the plat be revised to note the setback requirements for buildings and pavement along Post Road, Perimeter Loop Road, and Perimeter Drive;
- 3) That the plat be revised to conform to the Thoroughfare Plan, including the addition of bikepaths and sidewalks, and a bikepath along Perimeter Loop Road, subject to staff approval;
- 4) That right-of-way along Post Road consistent with the Thoroughfare Plan be dedicated to the City;
- 5) That the Subarea 3 be permitted access onto Post Road unless the structure is expanded or the site redeveloped, at which time internal access via Perimeter Drive must be provided; and

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- 6) That all conditions be met prior to scheduling for City Council.

Mr. Harian seconded the motion, and the vote was as follows: Mr. Eastep, yes; Mr. Peplow, yes; Mr. Sprague, yes; Mr. Lecklider, yes; Mr. McCash, yes; Mr. Harian, yes; and Mr. Fishman, yes. (Approved 7-0.)

4. Rezoning Application 98-183Z – Metro Park/Place

Ben W. Hale, Jr., attorney representing the applicant, requested a tabling of this application to the November 4 agenda.

Mr. McCash made a motion to table this application as requested, and Mr. Fishman seconded it. The vote was as follows: Mr. Harian, yes; Mr. Fishman, yes; Mr. Lecklider, yes; Mr. Sprague, yes; Mr. Peplow, yes; Mr. Eastep, yes; Mr. McCash, yes. (Tabled 7-0.)

5. Revised Final Development Plan 99-089RFPD – Amberleigh North, Lots 71 and 72

Prior to this meeting, the applicant requested that this case be postponed so site plan, landscape, and architectural issues can be addressed. Postponement notices were sent to property owners.

6. Code Revision – 98-106ADM – Fence Code

Due to the late hour, this case was postponed without discussion to the October 21 agenda.

7. Informal – Code Amendment 97-148ADM – Historic Development District

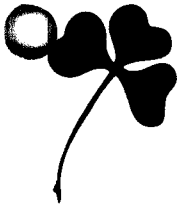
Due to the late hour, this case was postponed without discussion to the October 21 agenda.

The meeting was adjourned at 11:12 p.m.

Respectfully submitted,

Libby Farley
Administrative Secretary
Planning Division

99-092DP
Rail Van
Perimeter West PCD
6805 Perimeter Drive



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DUBLIN PLANNING AND ZONING COMMISSION

RECORD OF ACTION

September 2, 1999

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

4. Rezoning Application - Composite Plan 99-040Z - Post Road - Perimeter West Office Park - Ruscilli

Location: 83 acres located on the south side of Post Road, north of US 33, approximately 900 feet west of Avery-Muirfield Drive.

Existing Zoning: R, Rural District.

Request: PCD, Planned Commerce District.

Proposed Use: An office campus totaling 944,000 square feet and additional permitted uses (including hotels and ancillary commercial/restaurant uses in an office or hotel). Perimeter Drive and Perimeter Loop Road will also be extended.

Applicant: BJL, LP, c/o Jeff McInturf, 283 South State Street, Suite 201, Westerville, Ohio 43081; Carol Lehr, 2267 Middlesex Road, Columbus, Ohio 43220; and Ruscilli Development Company, c/o William Tippmann, 2041 Arlingate Lane, Columbus, Ohio 43228; represented by Ben W. Hale, Jr., Smith and Hale, 37 West Broad Street, Columbus, Ohio 43215.

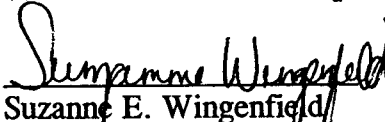
Staff Contact: Suzanne E. Wingfield, Planner.*

MOTION: To table this application as requested by Ben W. Hale, Jr.

VOTE: 7-0.

RESULT: This application was tabled after a lengthy discussion. The Commission expressed strong concerns about how this project relates to the future image of Dublin. The strongest comments related to superior landscaping, traffic management and adhering to the goals in Dublin's Community Plan.

STAFF CERTIFICATION


Suzanne E. Wingfield
Planner

99-092DP
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6805 Perimeter Drive

- 5) That handicap accessible parking spaces be designated on the plan and meet applicable location and design requirements, subject to staff approval;
- 6) That a revised site lighting plan meeting the Dublin Lighting Guidelines be submitted and be acceptable to staff;
- 7) That dumpster screening details meeting Code requirements be submitted and be acceptable to staff;
- 8) That all staff requirements be met on the design of private drives, public and private utilities, and storm water management;
- 9) That a revised staking plan be submitted within 10 days and be acceptable to staff;
- 10) That the applicant schedule a pre-submittal meeting prior to applying for building permits and after all conditions of approval from Planning Commission have been resolved to the satisfaction of staff; and
- 11) That the north gable on Garage "F", and east wall of the car wash building be brick.

Mr. Woodings agreed to all the conditions. Mr. Fishman said the dry basins have a commendable design. Mr. Peplow seconded and the vote was as follows. Mr. Harian, yes; Mr. Fishman, yes; McCash, yes; Mr. Lecklider, yes; Mr. Sprague, yes; Mr. Peplow, yes; and Mr. Eastep, yes. (Approved 7-0)

4. Rezoning Composite Plan 99-040Z – Post Road – Perimeter West Office Park

Suzanne Wingenfield said this 83-acre site is located between Post Road and US 33, just west of Avery Square. There is a request to rezone from R, Rural District to PCD, Planned Commerce District. She said Ruscilli will be the developer. In August, the application was heard informally, and the discussion centered on traffic, building height, setbacks, etc.

She showed several slides of the area. Ms. Wingenfield said the site includes a two-acre parcel fronting on Post Road. Perimeter Drive and Perimeter Loop Road will be extended west through the site. Three subareas are proposed.

Subarea 1, along Post Road, shows an office density of 9,000 square feet of building per acre and 30 rooms per acre for hotels. Building heights will be limited to two stories and 35 feet. The text should commit to a residential style architecture, similar to the Riverside Hospital PCD. The roof pitch should be a 5:12 minimum, with mansard roofs prohibited. Staff recommends limiting the permitted uses to office.

Subarea 2, is between US 33 and Perimeter Drive, and the office density is 12,500 square feet per acre and hotels, 30 rooms per acre. The height of offices is limited to five stories, and hotels to seven stories. There is a maximum height of 80 feet for all buildings and a minimum of two stories along US 33. The first building is 160,000 square feet, located in Subarea 2.

Subarea 3 is two acres with a house on Post Road. The proposed density is 9,000 square feet per acre, with no hotels. Building heights are limited to two stories and 35 feet. She said the text should include a commitment for residential style architecture. This subarea permits access onto Post Road which cannot be supported by the staff. Internal access is needed.

Setbacks include a 50-foot building and a 30-foot pavement setback along Perimeter Drive and Perimeter Loop. There will be a 100-foot building, and 75-foot pavement setback along Post Road, with a 50-foot pavement and 100-foot setback along US 33.

Ms. Wingenfield said the first phase of road improvements includes extending Perimeter Drive to Post Road, connecting it into Post Road, and intersection improvements along Avery-Muirfield Drive. Phase 2 improvements are triggered when 210,000 square feet are built and include connecting Perimeter Loop from this site to Riverside Hospital's PCD. The traffic study was revised to reflect 944,000 square feet, a density reduction from 10,000 to 9,000 and from in Subareas 1 and 3, and reducing Subarea 2 from 15,000 to 12,500 square feet.

The level of service is C, if the road improvements are made as recommended (increasing lane widths, Avery-Muirfield intersection being complete, and US 33/Post Road interchange improvements). The Post Road/Hyland-Croy intersection alone will be a D+ level of service.

Ms. Wingenfield said staff recommends approval with eight conditions:

- 1) That the applicant work with staff to find alternatives to manage traffic with a level of service "C", and maintain the character of the area, especially with respect to landscaping, setbacks, pedestrian/bike paths, etc;
- 2) That the text be revised to prohibit Post Road access for Subarea 3 and that the traffic study test the impacts of internal access for the two-acre site;
- 3) That the text prohibit the reuse of the existing home in Subarea 3 for any non-residential use;
- 4) That hotels not be permitted in Subarea 1;
- 5) That the text be revised for Subareas 1 and 3 to require residential-style architecture, roof pitch of 5:12, and prohibition of mansard roofs;
- 6) That the landscape treatment, including street trees, along all roads be consistent with the property to the east;
- 7) That the text be revised to limit signs to ground signs with a maximum height of six feet; and
- 8) That all conditions be met prior to this case being scheduled for City Council.

Mr. Eastep said that the level of service at US 33 and Post Road is now at F, and no interchange improvements were mentioned. Ms. Wingenfield said that traffic study projects levels of service at 2020, and by then, the intersection is assumed to be improved. She said the interchange will be studied during 2000.

Mr. Eastep said the densities are still very high, and he was extremely concerned about this.

Ms. Wingenfield said the traffic study took into consideration buildout. Mr. Sprague said this area could be built out in three years, causing big problems.

Ms. Wingenfield said the 55 acres immediately to the west are zoned R, Rural District, and the same type of land use and density may be requested there. Mr. Lecklider was concerned that there will be another 600,000 square feet of buildings. Mr. Sprague said the area to the east

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was already approved for more than 1M square feet. Ms. Wingenfield said both areas were included in the traffic analysis.

Mr. Sprague asked how establishing a corporate gateway balances against degrading the traffic, adding lanes and cutting out landscaping. Ms. Wingenfield said additional right turn lanes will affect the existing Perimeter outparcels. The Fifth-Third Bank will lose landscaping to achieve a level of service C. Mr. Sprague appreciated that staff had the foresight to present the implications.

Ms. Wingenfield said it is part of the US 33 Area Plan, showing a mix of research, development, and office uses.

Mr. Lecklider said a lower lot coverage was previously requested. Ms. Wingenfield said the applicant chose not to change the 70 percent lot coverage, but many other areas were addressed. Mr. Lecklider thought the Commission had been clear that this area should not be an ordinary office development; it should be more like Metro Center. He said the exit ramp at Avery-Muirfield Drive looks like a sea of asphalt. It is already difficult to turn left into Kroger. He asked how many more lanes are planned to handle this development, the 53 acres to the west, and Perimeter Center buildout.

Ms. Cox said with the current interchange improvements include a landscaped median which will change the feel coming off the highway. She said there will be four full lanes across the bridge with the interchange project, and Mr. Clear should address the specifics.

Ben W. Hale, Jr., representing the applicant, said they did not agree with Condition 2 because they included the two acre site only because requested. They do not own it. He said they could delete it from the zoning. Regarding hotel use, he suggested rewording Condition 4: That any hotel in Subarea 1 abut Perimeter Drive so that it will be internal to the development. Mr. Hale agreed to all other conditions listed above.

Mr. Hale said their proposal mimics the Community Plan. He said this the right use for this site, and a Rail Van office of 160,000 square feet will be the first building. They lowered the development being requested on this site. Both phases of the road improvements must be complete prior to building more than 210,000 square feet.

Bill Tippman, Ruscilli Development Company, introduced Ed Fener, architect for Rail Van building. Mr. Harian said it was too early to look at the particular buildings. Mr. Hale said they wish to demonstrate the quality expected. Mr. Lecklider and Mr. Eastep also thought the rezoning should be considered without renderings.

Mr. Fener said the building will be all masonry and three stories. It has wet ponds. The first phase will be 106,000 square feet, and the second phase will be 55,000 square feet.

Mr. Hale said the traffic study's basic conclusion was that these intersections work at level of service C, and that the Community Plan says D is an acceptable level.

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Doyle Clear said the addendum traffic study reflects the lower square footage. The northbound right turn lane from Avery-Muirfield Drive onto Post Road became unnecessary. He said the other needed roadway improvements remain the same. An additional northbound left turn lane is needed at Perimeter Loop Drive, but no additional through lanes on Avery-Muirfield Drive are needed. An additional left turn lane at Perimeter Loop Road is indicated. An additional southbound right turn lane, separate turn lanes at Perimeter and Perimeter Loop Drive, and double left turn lanes at Perimeter Drive will be needed. Mr. Clear said most of these improvements are necessary with or without this development. In the next few months, traffic will be significantly better with the new bridge and the roadway widened.

Mr. Clear suggested that there needs to be additional right turn and left turn lanes at the Avery-Muirfield Drive intersections. He said if this rezoning is approved, the extension of Perimeter Drive to the west, the construction of a portion of Perimeter Loop Road, and these improvements on Avery-Muirfield Drive will be built as part of the first phase. The second phase provides the extension of Perimeter Drive to the west. Only a limited amount of development can be handled until the interchange has to be rebuilt at Post Road and US 33.

Mr. Clear said land uses for all of the land to the west of this site and the Riverside Hospital site was computed in his study, and full development was assumed for the 2020 plan. It assumed the worst case, that Riverside Hospital would build out to its maximum square footage as office, rather than as a hospital. Mr. Clear said the only intersection below a "C" level of service is at Hyland-Croy Road. Dublin's base standard is "D." He said they are only a few seconds beyond a "C" rating.

Mr. Lecklider questioned Table 3 on Page 10 of the traffic study that shows a number of movements with a level of service "D+". Mr. Clear said the overall objective was to reach a "C" level of service with no individual particular movement operating worse than "D". Mr. Lecklider thought a "D" level of service would be unacceptable to most drivers.

Mr. Clear said it was a common standard used throughout the United States. He did not think an applicant should be asked to do better than what was called for in the Community Plan

Mr. Fishman said "D" level was not understood then, but it is now. Drivers know Avery Road is congested, and they can't turn left or right. He said "D" might be fine if everything is perfect, but if someone has an accident or a car stalls, it quickly moves to an "F".

Mr. Hale said an "A" level of service is would be an expensive over-design and should not be a goal. Levels of service should be established that do not inconvenience the public. Mr. Clear agreed.

Mr. Clear said at Avery-Muirfield Drive and Perimeter Loop and Perimeter Drive at the PM peak, drivers wait more than one or two red cycles of the traffic signal. This means it is over the capacity limits. Today's road improvements will improve the level of service.

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Mr. Clear said the Commission should determine the correct land use. The applicant should be told how to stage that use in conformance with the infrastructure needed.

Mr. Hale said many of Dublin's roadways are being exclusively funded through the office development. The new revenues are used to build the infrastructure.

Mr. Lecklider said the Commission seems agreeable to the 210,000 square feet requested for Rail Van. The overall density and what it will do to the roadway system is the concern. He did not feel the Commission would be hindering the development of this building.

Mr. Hale said the Community Plan shows freeway office at a density of 17,000 square feet.

Mr. Lecklider said this site was tested at 9,000 square feet per acre in the Community Plan. Mr. Clear said a certain level of development was assumed, but 9,000 square feet per acre was a recent calculation. Ms. Clarke disagreed and said land uses were assigned parcel by parcel for the entire study area. Densities were assigned based on the average of current facilities. Then the numbers were aggregated per traffic analysis zone and tested as part of the Community Plan. This site was assumed to be research and development, which had an assigned density of slightly less than 9,000 square feet per acre.

Mr. Clear said this site was under valued on the traffic study.

Ms. Clarke said the numbers were lowered for the unzoned acreage deliberately by Council, the Commission, the Steering Committee, staff, and the consulting team because the traffic results were too congested with the higher densities. The decision was also made not to roll back existing zoning due to expected legal challenges. Everyone also decided that no one wants 20 lanes on Avery Road, etc.

Mr. Clear said the 918,000 square feet was at buildout, but less square footage was included in the 2020 model. Ms. Clarke agreed. She said all the experts said that Dublin has 40 years of commercial ground to develop, and some parcels were assumed to be built before others.

Mr. Lecklider read from the Community Plan that a "D" level of service *"Approaches an unstable flow, operating speeds are tolerable to the driver, but are subject to considerable and sudden variations, freedom to maneuver is limited, and driving comfort is low as a probably of accidents has increased. Long traffic delays are experienced at intersections."*

Mr. Clear said he has seen no community in 30 years do better than a "C" level of service.

Mr. McCash said it was a mistake in writing the Community Plan not to specifically recommend 17,500 square feet just along I-270, as was tested.

Mr. Fishman thought this is a great office site, and the building shown is beautiful. He suggested a compromise: 9,000 square feet per acre as a permitted use with a conditional to

12,000 square feet and an overall 60 percent lot coverage. This should ensure a spectacular looking development. There were several references to the water, layout and buildings at Metro Center. Mr. Hale said Metro has buildings with over 70 percent lot coverage.

Mr. Lecklider agreed office is a good land use, but he was not sure there was agreement to a hotel use in Subarea 1.

Ms. Wingenfield said the density for the office use north of Perimeter Drive in the Riverside PCD is 10,000 square feet per acre for suburban office uses.

Ms. Clarke reiterated that the Community Plan does recommend maintaining at least level of service "D". A traffic study was specifically done with assumptions as approved by Mr. Kindra. The results seem to meet the goals of the Community Plan. She said the hotel issue is separate, but it would have a very positive peak hour influence on the traffic. The lot coverage is not addressed in the Community Plan, and that is a Commission decision.

Mr. Sprague asked if Mr. Hale would agree to a 9,000 square feet per acre density and 60 percent lot coverage for the whole rezoning site, and the inclusion of hotels.

Tim Kelton, Ruscilli Development Company, if the funded improvements for Avery Road were complete, this discussion would not be taking place. He said an office density of 9,000 square feet per acre did not work economically, and the interchange at US 33/Post Road will break down irrespective of their project in 2003. Their first building would pay approximately \$240,000 annually in taxes that will go directly to making road improvements.

Mr. Kelton said they agreed that between Perimeter Drive and Post Road, the density would be 9,000 square feet per acre. He said they reduced their density and cut about 140,000 square feet from the overall development.

Mr. Hale said they would agreed to a density of 9,000 square feet per acre for the areas to the north of Perimeter Drive and 12,500 square feet for the area to the south. He said they could agree to a land coverage of 65 percent.

Mr. Fishman said the Commission has a duty to the residents to make this area spectacular. It is the gateway to Dublin, and 60 percent lot coverage is appropriate.

Mr. McCash suggested higher densities along US 33, and low density in Subareas 1 and 2. Mr. Kelton predicted the actual density in those subareas will be less than 8,000 square feet due to the setbacks and 35-foot height restriction. He said the owners would need to compromise on the density factor for the balance of the property.

Mr. Hale said they could agree to a density of 8,500 square feet to the north, keeping the southern area at 12,500 square feet, or an overall density of 10,500 square feet per acre.

Mr. Eastep said his biggest issue was traffic. He said this proposal continually dumps the traffic to Avery Road without any upgrades to the interchange at US 33/Rt 161. With freeway enhancements, a higher density might be possible.

Mr. Kelton said the main traffic movements should be right turns. Left turn movements into this development will not be wanted. He noted Perimeter Road is designed for 45 mph with extremely limited curb cuts. His clients have stressed the importance of traffic improvements..

Mr. Fishman said anything more than a density of 9,000 square feet per acre is too risky for the community.

Mr. Kelton said for 900,000 square feet with four parking spaces per thousand square feet, there will be about 3,600 employees.

Mr. Eastep said the Commissioners understand the balance of commercial, residential, and revenues. That is why they donate their time to the community. The reason many residents moved to Dublin was for quality of life. He wants the interchange done before Phase 2 of this project is built.

Mr. Kelton said the interchange is 1½ miles from their site and affected hundreds of acres they don't control. It is in Union County and affects ODOT and the federal government.

Barb Haupt, Lowell Trace, said they had concerns with Avery Road. Extra turn lanes are necessary whether or not this parcel is developed. She asked where the gateway is, if the road is widened over and over. She was afraid of an eroding quality of life. Ms. Haupt said the Avery-Muirfield Drive/Post Road intersection has seen regular accidents. She wanted the density kept at 9,000 square feet per acre, and approval ought to be tied to interchange improvements. She said the curbcut on Post Road from the two-acre site will be used as a cut through which add to traffic on Post Road.

Mr. Fishman suggested the density be an average of 9,000 square feet per acre with 60 percent lot coverage.

Mr. Eastep, Mr. Peplow, Mr. Fishman, Mr. McCash, and Mr. Lecklider were opposed to a hotel in Subarea 1. Mr. Sprague thought they would be okay if the density was kept low.

Mr. Kelton said they redrafted the text according to the Commission's requests. He said others were involved with the decision on an overall density of 9,000 square feet per acre. He asked if there were other text issues. He understood the concern about reflective glass.

Mr. Peplow wanted an example of a "Class A" building when referencing landscaping. Mr. McCash said it would be the Dominion Homes building at Frantz and Tuttle Roads.

Mr. Lecklider said many Commission concerns had been addressed in the revised text, including the increasing the building setback off SR 161/US 33. He appreciated the changes

being made to the text as requested. He said the signs should meet Code, and ground signs should be limited to six feet in height. He wanted no wall signs along US 33/SR 161. Mr. Fishman agreed.

Mr. McCash said the text language in Item 2.09, Paragraph 1: Signage and Graphics, needed to be clarified to state what exactly is wanted.

Mr. Hale requested a tabling of this application.

Mr. Peplow said he was in general agreement with 9,000 square feet and a 60 percent lot coverage. He will review the Community Plan regarding density numbers.

Mr. Lecklider said the density answer will be clear at buildout, but that is too late.

Mr. Harian made a motion to table this rezoning application, and Mr. Fishman seconded. The the vote was as follows: Mr. McCash, yes; Mr. Lecklider, yes; Mr. Sprague, yes; Mr. Peplow, yes; Mr. Eastep, yes; Mr. Fishman, yes; and Mr. Harian, yes. (Tabled 7-0.)

5. Final Plat 99-078FP – Hawk's Nest, Section 2, Phase 3, Lots 153-157 and 170-207 (Approved 7-0)

Due to the late hour, this application was postponed to the next agenda. There was no discussion or vote taken.

6. Rezoning Application 99-002Z – Preliminary Development Plan – Trees Property

Suzanne Wingenfield presented this rezoning for 8.3 acres on the west side of Avery Road. She said the plan repeats the land uses proposed at the concept plan. She showed a few slides.

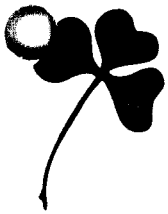
Ms. Wingenfield said the proposal is 22 residential units on eleven lots and a small office or day care along Avery Road. There is a half-acre of open space at the center of the site, and a wet pond for stormwater on the north edge. This plan shows 100 feet of right-of-way along Avery Road which conforms to the current alignment study. The building setback is 30 feet from the new right-of-way line. Because this section of Avery Road is a transition between industrial and residential areas, a 30-foot setback is appropriate, provided that there will be a specific and unique landscape plan implemented along the frontage.

Ms. Wingenfield said the text requires residential design and natural materials. The residential units will be designed to reflect a single-family look, and this should be repeated on the office use. The maximum building height is 30 feet. The day care or office use will be 7,500 square feet, and the residential units will be a minimum 1,550 square feet.

Ms. Wingenfield said staff recommends approval with nine conditions:

- 1) That the text be revised to include a commitment for a unique landscape design along the Avery Road frontage subject to approval at final devel

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DUBLIN PLANNING AND ZONING COMMISSION

RECORD OF ACTION

August 19, 1999

CITY OF DUBLIN

Division of Planning
5800 Shier-Rings Road
Dublin, Ohio 43016-1236

Phone/TDD: 614-761-6550
Fax: 614-761-6566
Web Site: www.dublin.oh.us

The Planning and Zoning Commission took no action on the following case at this meeting:

- 1. Informal Review - Composite Plan 99-040Z - Post Road - Perimeter West Office Park - Ruscilli**
Location: 83 acres located on the south side of Post Road, north of US 33, approximately 900 feet west of Avery-Muirfield Drive.
Existing Zoning: R, Rural District.
Request: PCD, Planned Commerce District.
Proposed Use: Hotel/motel and office uses totaling 1,000,000 square feet with the extension of Perimeter Loop Road and Perimeter Drive.
Applicant: BJL, LP, c/o Jeff McInturf, 283 South State Street, Suite 201, Westerville, Ohio 43081; Carol Lehr, 2267 Middlesex Road, Columbus, Ohio 43220; and Ruscilli Development Company, c/o William Tippmann, 2041 Arlingate Lane, Columbus, Ohio 43228; represented by Ben W. Hale, Jr., Smith and Hale, 37 West Broad Street, Columbus, Ohio 43215.

RESULT: The Commission expressed strong concerns about how this project relates to the future image of Dublin. The strongest comments related to traffic management and adhering to the goals in Dublin's Community Plan. No vote was taken on this informal review.

STAFF CERTIFICATION


Suzanne E. Wingenfeld
Planner

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vote was as follows: Mr. Harian, yes; Mr. Fishman, abstain; Mr. McCash, yes; Mr. Lecklider, yes; Mr. Sprague, yes; Mr. Eastep, yes; and Mr. Peplow, yes. (Approved 6-0-1.)

Mr. Lecklider advised the audience of the eleven o'clock rule.

1. Informal Review - Composite Plan 99-040Z - Post Road - Perimeter West Office Park - Ruscilli

Suzanne Wingenfield presented this informal review of a rezoning request for 83 acres located between Post Road and US 33 which is limited to 30 minutes of discussion. After the case was tabled on May 6, the Alter Group withdrew, and Ruscilli became the developer. The request is essentially unchanged. She showed several slides.

Ms. Wingenfield said Subareas 1 and 3 are located between Perimeter Drive (future) and Post Road. They will permit a density of 10,000 square feet per acre and a two-story height of 35 feet. Subarea 1 also permits hotels at a density of 30 rooms per acre. Subarea 2 is located between US 33 and future Perimeter Drive with an office density of 15,000 square per acre and no density limit for hotels. Offices can be five stories, and hotels can be seven stories tall. Both are limited to 80 feet, plus mechanicals and architectural details. She said staff suggests a minimum building height for the area along US 33, the same as required in Perimeter Center.

She said the first office of 160,000 square feet is expected on the eastern portion of Subarea 2. Ms. Wingenfield said Perimeter Drive and Perimeter Loop Road are to be extended westward into this site. Information on the staging of the road improvements was in the packets. Phase 1 of the improvements includes the western extension of Perimeter Drive from its present terminus on the Riverside Hospital site to the west edge of this 83 acres, extending Perimeter Loop south to the limit of the first building, and intersection improvements at Perimeter Drive/Avery and Perimeter Loop/Avery. Phase 2 includes the further extension of Perimeter Drive westward to US 33 and Post Road and a small southward extension of Perimeter Loop to service a second development. Phase 3 will include connecting the sections of Perimeter Loop Road.

Ms. Wingenfield said the traffic study for this site added 1,000,000 square feet of office to the uses tested in the Community Plan. It concluded that this proposal can work, but road improvements are needed. Regarding the interchange at Post Road and US 33, it is forecasted to fail by 2003, with or without this proposal. Dublin has funded a study of that interchange for next year. The study also indicates that several intersections will operate at a D+ level of service. The Community Plan uses a minimum level of "D" to maintain the quality of life.

Ms. Wingenfield said a 35-foot height limit for offices and 45 feet for hotels in Subarea 1. She said staff believes the height should be 35 feet for all uses.

Jack Reynolds, Smith and Hale, represented this applicant. He said many changes were made responding to the Commission's comments. The density in Subarea 1 was reduced from 12,000 to 10,000 square feet per acre for office and from 40 to 30 rooms per acre for hotels. The Subarea 1 height was reduced to 35 and 45 feet, depending on the use, and side and rear yards were added. He said the Subarea 2 density was reduced from 17,000 to 15,000 square feet per acre. He requested a reduced hotel density of 30 rooms per acre, instead of the previous 40. They reduced

the height in Subarea 2 from 100 to 80 feet.

Doyle Clear, Parsons Transportation Group, presented the traffic study, showing several overhead diagrams. He demonstrated the network of improvements needed by 2020. The interchange at US 33 and Post Road would have to be modified in 2003 and lanes added at the Avery intersections at Post Road, Perimeter Drive and Perimeter Loop Drive. He said Post Road would be connected over to the Perimeter Drive extension with a new intersection. Mr. Clear said a traffic signal is needed on Perimeter Drive serving the northern parcel.

Mr. Clear said one difference from the Community Plan is this section of Perimeter Loop Drive will need five lanes to handle the proposed offices. The number of lanes on Perimeter Drive, Post Road, Avery-Muirfield Drive, and US 33/SR 161 match the Community Plan, but intersection modifications are needed. Additional lanes are needed at the intersection along Avery-Muirfield Drive for the first 160,000 square feet of office space. After 210,000 square feet of office is developed, the western connection Perimeter Drive needs to be completed.

Mr. Eastep noted the Post Road interchange fails by 2003. He said the Union County Sheriff currently directs rush hour traffic, and he asked what can be done in the next few years. Mr. Clear said the state will signalize the intersections for cars exiting from the ramps. Secondly, just east and west of the interchange, there is one lane each way. He proposed the use of the second through lane as a left-turn lane. Also, Dublin has funded the first phase study of the Post Road interchange.

Mr. Eastep asked if a cloverleaf is feasible. Mr. Clear said the cloverleaf design is not favored because it causes weaving sections. Loop ramps in opposite corners are preferred.

Mr. Eastep feels improvement of the Avery Road interchange was not completed. Mr. Clear said the study includes the build-out assessment based on the land use plan in the Community Plan. The assessment of 2020 conditions and the build-out conditions were included. He said the Community Plan standard is C level service with no movement worse than D.

Mr. Clear said the Community Plan tested 918,000 square feet of office and 250,000 square feet of retail (840,000 square feet of the office and 240,000 of the retail in the Riverside site) in this TAZ (traffic analysis zone). The balance of the site was assumed as research and development use, totaling square footage of 730,000 square feet plus 400 hotel rooms.

Mr. Clear said he did not analyze that interchange because they started with the projected traffic for the Avery/Muirfield interchange as approved by ODOT. When improved, the interchange will operate at level C. His analysis adds the impacts of 1,000,000 more square feet of office.

Mr. Sprague asked if the research and projections are actually field verified by people sitting in traffic and determining the length of delay, etc. Mr. Clear said the analysis is based upon traffic counts at each of the intersections.

Mr. McCash asked what is the maximum square footage to be built with Phase 1. Mr. Reynolds said the first building will be 160,000 square feet, but the first phase of traffic improvements can handle up to 210,000 square feet of office.

Mr. McCash asked how much additional building on this site can be supported without decreasing the intersection levels of service. He wanted assurance that the road improvements would be available to service the development as it comes on line. Mr. Clear said the Riverside parcel will generate much less peak hour traffic if it is developed as a hospital. Office was the land use tested because it is a permitted use with very high peak hour traffic. The road improvements will need to be tied to the level of office development, including the interchange upgrade.

Mr. McCash said Dublin cannot control the traffic growth from outside its borders, and he thought the connection of Perimeter Drive to Post Road along with the western interchange would be needed very soon. He said it was not clear if the TIF (tax increment financing) for this project will accomplish that, and it might be needed in Phase 1. Mr. Clear said this would remove some traffic from the Avery interchange, but there is not a lot of capacity until the Post Road interchange is improved. He said Emerald Parkway will help the traffic situation.

Rick Helwig said City Council and staff are working on the Perimeter Drive extension to Post Road. This will de-emphasize Post Road for the residents. He said the administration is negotiating to get Perimeter Drive extended to Post as part of Phase 1. He said the improvements projected are based on 100,000 square feet. A large building would produce more revenue. The goal is to get Perimeter Drive completed. He also noted a second building (or more than 210,000 square feet) could not be constructed until the Phase 2 improvements are completed. Mr. McCash said the tax increment revenues should be focused on the completion of Perimeter Drive.

Mr. Helwig agreed. He said the Avery interchange upgrade (\$8.8 million) was advanced a year by Council. Completion is projected for November of 2000. It is the first project using the State infrastructure bank financing, and includes ponds and landscaping. Emerald Parkway over US 33 was moved up to 2000. The Post Road interchange will be studied in 2000.

Mr. Eastep said Dublin has no control over most of the land around this interchange.

Mr. McCash said it seemed most of the potential development for this TAZ was absorbed by the Riverside Hospital PCD. He wondered if the Community Plan land use assumptions were too low. Mr. Clear said the Community Plan did multiple land use/traffic tests, and the preferred scenario was "lower than low." The land uses assumed for freeway land may have been too low. He said there was residual capacity in the projected roadway network from the Community Plan. Mr. Clear said most of the traffic modeling will need to be updated with the 2000 Census data showing where people live and where they work. They currently use updated 1990 data.

Mr. Clear said Avery Road is functioning at a "failure" level of service currently and traffic backs up significantly. He said Avery Road and Post Road are slightly into Level D. This concerned Mr. Fishman. He wants traffic solutions in place prior to development. He cannot support rezoning, in spite of great economic benefit, because traffic is the residents' biggest concern. The interchange and the roads should be fixed before the first building is built.

Mr. Fishman said the level of service should be B or C, not D. Several Commissioners expressed concern that the extent Post interchange improvements is still totally unknown.

Mr. Clear said a right turn lane, from northbound Avery-Muirfield Road to Post Road, is needed

to raise the level of service above E. Mr. McCash said this is inconsistent with de-emphasizing Post Road. Mr. Clear said Post Road is a minor arterial in the Community Plan, and it plays a role in east/west movement. No through lanes are being added on Post Road.

Mr. Lecklider asked for several clarifications on Figure 2 and Figure 4 of the traffic study. Mr. Clear said traffic finds the avenue of least resistance. This balances out the traffic, as drivers will avoid the poorly functioning sections of roadway. Left turns across the predominant traffic movement can be very slow. He noted most exiting traffic from this site will only have a left turn to get back on Perimeter Drive. The other movements are through or right turns.

Figure 7 shows 2020 PM traffic volumes. Mr. Clear said it assumed total development of the Riverside Hospital parcel as office and retail uses.

Tim Kelton, Ruscilli, said only two hotels are proposed. Mr. Peplow thought a 35-foot height limit in Subarea 1 was valid. Mr. Kelton said this will be examined again before the voting session. He said the 6:12 roof, combined with a 35-foot height will yield a skinny barracks appearance.

Ms. Wingenfield said the proposed text permits SO, Suburban Office and Institutional District uses which include: offices, hospitals, schools, museums, and organizational uses. She said the SO "conditional uses" are proposed to be permitted uses under the text. These include drive-in facilities, photo studios, barbershops, funeral services, vocational schools, restaurants, boarding houses, and veterinary hospitals. Mr. Kelton said these will be reviewed and revised.

Mr. Kelton said Mr. Clear was hired because he has the best traffic data. This site will generate annual revenues of \$2 million. The plan addresses traffic and the needed improvements. The revenues to do the work will be there. He thanked the Commission for its time.

Mr. Fishman said a D level would be unacceptable.

Mr. Lecklider asked if the left turns out of the project at PM peak hour and towards the US 33/Post Road interchange assumed the improvement at that interchange. Mr. Clear said yes, it was the volumes for the Year 2020 on what they called the "Year 2020 Highway System". Mr. Lecklider said now, in order to go back eastbound, a left turn lane would be needed. Mr. Clear said after 2003, that interchange needs to be modified.

Ms. Clarke stated the Dublin staff did Community Plan land use assignments. They were aggregated and tested by LDR. She said no "employment emphasis" test was done. The first test done was "Plans/Trends" or "business as usual". That, in fact, was the "high" test. The next test was called "Low Impact". The land uses were turned down somewhat, and the traffic resulting was still considered to be unacceptable by the Steering Committee, the Planning

Commission, and City Council. Then, the "Preferred Scenario", or "Lower than Low" test was done.

Mr. Fishman said when all the sites are built out, in 2020, at the densities that are in the Community Plan, we will have at least D Level service. Ms. Clarke said Dublin's commercial

Community Plan, we will have at least D Level service. Ms. Clarke said Dublin's commercial build-out is 2040, but otherwise she agreed with Mr. Fishman's statement. What was specifically tested here was added office square footage to see if the local traffic system and the greater network could handle it. There are specific needed changes to the network to make this additional square footage work.

Mr. Eastep and Mr. Sprague also said anything less than a C level of service was unacceptable.

Mr. Peplow said the staging of road improvements was very crucial. Mr. McCash agreed. He is concerned with how this proposed project affects traffic for the next few years, because there are clearly problems on Avery-Muirfield Drive.

Mr. McCash said issues on use, architecture, signage, etc. had not been discussed. Subarea 1 should be stepped down toward Post Road. The size, number, and location of hotels should be limited, with some north of Perimeter Drive. The text is confusing about site signage as a permitted use. The Sign Code permits accessory signage. This seems to permit a sign or surface parking alone on a site, not just as accessories. Ms. Wingenfield said the signage and parking are listed as associated with a permitted use and the text needed to be clarified.

Mr. McCash was confused in Section 2.04 (of text) which also occurred in Subarea 2 where it said: The maximum height will be two stories above grade, plus mechanicals and architectural features. He asked for a definition of "architectural features".

Mr. McCash did not support "compact" parking spaces; 18-foot parking spaces are extremely small. Mr. Clear said office is based upon the standard trip generation rate for general or spec office buildings at four to five employees per thousand square feet. He used the Institute of Traffic Engineers (ITE) manual. Mr. McCash was interested in knowing of the traffic impact of doing five employees per thousand square feet. Mr. Clear said it could be done.

Mr. McCash asked that exceptions from strict application of Code for traffic and parking proposed be listed. He said it was in the Traffic, Parking, Circulation, and Loading section.

Mr. McCash can support the size of the 80 square foot ground sign if it is a large complex. He had concerns about the setback of 50 feet in Subarea 2 and with the height of the building. The John Alden building sits 50 feet back from I-270, and it seems too close. He said Subarea 1 needs to be more of a residential, low-scale area. Mr. McCash said wall signage needed to be addressed carefully since none have been permitted along SR 161/US 33.

Mr. Fishman said since this will be a gateway to Dublin, landscaping similar to that at Frantz Road and SR 161 should be used.

Mr. Harian agreed with comments made by the other Commissioners. He said no highly reflective glass facades or windows should be used on these buildings.

Mr. Lecklider said the minutes of May 6, 1999 reflected comments on issues other than traffic. He had concerns about 70 percent lot coverage and said this site should match Metro Center's quality. The building heights and the 50-foot setback along I-270 concerned him. He preferred

a 100-foot setback. He also had concerns about hotels, particularly in Subarea 1. He would like to see any hotels limited to full service. He would not support any deviation from the Sign Code. He expected to see high quality signature architecture and building materials. Metal panels should be limited to screening mechanicals or as accents.

Mr. Lecklider had particular traffic concerns about the Post Road interchange. He also had concerns about several assumptions regarding traffic, including the assumption used for left turn movements. There is a Commission consensus that D+ service is not acceptable. There could be a phasing of development, depending upon roadway improvements. There are 55 acres to the west of this site yet to be developed.

Mr. Harian said water features should be landscaped focal points where employees could sit and enjoy them. Mr. Lecklider said he also would like to see outstanding, prominent water features.

[There was no vote taken on this informal case.]

2. Rezoning Application 99-063Z - Perimeter Center, Subarea I - Crown Auto Dealerships - 6350 Perimeter Loop Road

Suzanne Wingenfield presented this rezoning which will enlarge and revise Subarea I. This subarea was created for auto dealerships in 1989. She showed slides of the area.

Ms. Wingenfield said the MAG dealership was required to construct a sidewalk, and a five-foot sidewalk was required along this site also. A three-foot easement parallel to Perimeter Loop Drive along the entire frontage of Subarea I is needed. The new site should have a sidewalk. If the existing site is regraded, the sidewalk should be added. There is a mound now.

She said revisions to the Subarea I text are proposed to make several corrections. The architectural component of the text will be modified for multiple buildings. All buildings are to reflect the architectural quality of the current development with Subarea I and Perimeter Center.

A text change to the landscape section is proposed for parking lot landscaping, perimeter screening, and screening of mechanicals. Up to 25 percent of the street frontage for auto dealerships can be used for display. The proposed text states: That all landscaping conform to the Code unless a deviation is specifically approved as part of the development plan. The same language that was approved for the MAG text. The current text calls for a six-foot high mound along US 33/SR161 in Subarea I. This is an error, and the mound is actually in Subarea D.

Ms. Wingenfield said staff recommends approval because it is a logical extension of Subarea I, and the amendments help clean up the text. Four conditions are recommended:

- 1) That the Perimeter Center subarea map be revised to reflect the additional land as part of Subarea I;
- 2) That the new site be connected by internal drives to the site to the west;
- 3) That a three-foot sidewalk easement be established parallel to Perimeter Loop Road; and
- 4) That a five-foot sidewalk be installed along the new 4.872-acre site with any new construction, and along the existing dealership sites if and when any portion of that frontage is regraded.



**DUBLIN PLANNING AND ZONING COMMISSION
RECORD OF ACTION
May 6, 1999**

CITY OF DUBLIN

**Division of Planning
5800 Shier-Rings Road
Dublin, Ohio 43016-1236**

**Phone/TDD: 614-761-6550
Fax: 614-761-6566
Web Site: www.dublin.oh.us**

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


- 6. Rezoning Application 99-040Z - Composite Plan - Post Road**
Location: 81.0928 acres located on the south side of Post Road, north of US 33, approximately 900 feet west of Avery-Muirfield Drive.
Existing Zoning: R, Rural District.
Request: PCD, Planned Commerce District.
Proposed Use: Hotel/motel and office uses totaling 1,000,000 square feet with the extension of Perimeter Loop Road and Perimeter Drive.
Applicant: BJL, LP, c/o Jeff McInturf, PO Box 671, London, Ohio 43140; and The Alter Group, Steve Park, 7303 Cicero Avenue, Lincolnwood, Illinois 60646; represented by Ben W. Hale, Jr., 37 West Broad Street, Columbus, Ohio 43215.

MOTION: To table this application.

VOTE: 6-0.

RESULT: After discussion, this application was tabled as requested by Ben W. Hale, Jr. Issues discussed included: density, traffic, setbacks, signage, and lot coverage. (Please refer to meeting minutes for the detailed discussion.)

STAFF CERTIFICATION


Suzanne Wingenfield
Planner

99-092DP
Rail Van
Perimeter West PCD
6805 Perimeter Drive

Mr. Harian agreed to wait for a demonstrated need, said but at some point, parking will be added.

Mr. McCash said that when the City purchased the additional property, he told residents it was for open space as an expansion of the park.

Mr. Lecklider said at some point the need for the parking may be real. He appreciates the consideration given to underground parking and a covered walkway, but those are not feasible options. Regardless of the outcome of the case, the issues that still need to be addressed include lighting of the parking lot and interior lighting of the recreation center. He stated that staff should address the complaints made by Ms. Twynham (buffering, weeds, and hours of parking lot cleaning).

Mr. Fishman made a motion to disapprove this final development plan. Mr. McCash seconded the motion. The vote was as follows: Mr. Eastep, yes; Mr. Harian, yes; Mr. Peplow, yes; Mr. Lecklider, yes; Mr. McCash, yes; Mr. Fishman, yes. (Disapproved 6-0.)

Lisa Fierce noted that staff will address the concerns raised neighbors (lighting, weeds, buffering, etc.) and will report progress to the Commission.

Mr. Lecklider noted the lateness of the hour and the 11:00 p.m. rule. The Commission members decided against waiving the rule. Cases 7 and 8 can not be heard this evening.

6. Rezoning Application 99-040Z - Composite Plan - Post Road

Suzanne Wingenfield 80-plus acre site, currently zoned R, Rural District, is located between US 33 and Post Road. The request is for PCD zoning for a major office development. She showed several slides.

The proposal has less intensive office along Post Road. Perimeter Drive and Perimeter Loop Road need to be extended through the site. A traffic study will be conducted which will include the design of the roads, demand for new signals, operation of existing signals, adequacy of left turn lanes on Avery-Muirfield Drive at Perimeter Drive and Perimeter Loop Road, and the amount of traffic that the proposal would generate. The TIF still in existence is available for this site.

Subarea 1 (24 acres) is along Post Road. It permits office, hotel, and associated parking with a maximum density of 12,000 square feet per acre for office use and 40 rooms per acre for hotel uses. The text sets a maximum height of three stories for all buildings within this subarea, or 60 feet at the building line, more specifically, 60 feet at the building line, with an incremental increase in height permitted as distance increases from the building line. Staff suggests for development along Post Road with a maximum height of 35 feet for Subarea 1, to match the Riverside PCD. The proposed lot coverage is 70 percent. Required setbacks are, a 100-foot building and a 75-foot pavement setback from the Post Road right-of-way. The Community Plan encourages setbacks of 200 feet along scenic roads, including Post Road. The text demonstrates no internal setbacks between subareas. Staff suggests that side and rear yards of at least 25 feet for all subareas.

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Subarea 2 (50 acres) is adjacent to US 33, and it has a maximum density of 17,000 square feet per acre for office and 40 hotel rooms per acre. Maximum height is six stories, or 100 feet at the building line. Maximum lot coverage is 70 percent.

Ms. Wingenfield said all buildings and associated structures shall be harmonious in character, and reflect an upscale, high quality, signature office image. Buildings will have the same degree of exterior finish on all sides. Facade colors must compliment each other, and there will be deed restrictions on architecture which must be a part of the text. More information on building materials and color palettes should be included.

She said the future land use map in the Community Plan shows this site as "mixed-use with an employment emphasis." The site was included in the US 33/SR 161-Edge Area Plan. The goal is to have high-quality office development along the US 33 corridor. The site is considered a future "gateway" into the City of Dublin.

The site, as part of the preferred land use scenario, tested in the Community Plan at 9,000 square feet per acre. The traffic study must demonstrate the roadway network can handle the added traffic.

Staff recommends approval of this application with 12 conditions:

- 1) That the density in Subarea 1 be limited to 10,000 square feet per acre and that the density in Subarea 2 be limited, if necessary, based on the results of the forthcoming traffic study;
- 2) That a traffic study be submitted including information on the alignment and the timeframe for the extensions of Perimeter Loop Road and Perimeter Drive prior to this case being scheduled for City Council;
- 3) That the height of buildings within Subarea 1 be limited to 35 feet;
- 4) That the setback along Post Road be increased to be consistent with the Community Plan;
- 5) That the setback from the two-acre parcel along Post Road be increased for both pavement and buildings;
- 6) That the architectural standards in the deed restrictions be included in the development text and that additional information regarding the "unified theme" for the buildings be submitted and referenced in the text;
- 7) That COTA be contacted in regards to locating a transit center on this site;
- 8) That side and rear yards be established along all internal lot lines and be included in the text;
- 9) That the landscape treatment, including street trees, along all roads be consistent with the property to the east;
- 10) That the text be revised to limit signage to ground, monument style signs with a maximum height of six feet and a maximum area of 50 square feet;
- 11) That the location of the complex identification signs be shown on the plans; and
- 12) That all conditions be met prior to this case being scheduled for City Council.

Ms. Wingenfield said three stores can fit in 35 feet. He asked if staff was comfortable with the 40 rooms per acre for the hotel density. Ms. Wingenfield said this seems to be fairly typical. Staff wants a more residential scale along Post Road.

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Mr. Peplow asked about the proposal for an office density of 17,000 square feet per acre in Subarea 2. Ms. Wingenfield stated that this site was tested at 9,000 square feet per acre.

Mr. Eastep asked if there were height restrictions for office development in the Code. Ms. Fierce stated generally height restrictions apply to Dublin's residential districts.

Mr. Eastep asked when the traffic study will be submitted. Ms. Wingenfield said it must be submitted prior to the case going to City Council. Mr. Eastep said any decision made tonight will be without the benefit of the traffic study, and he feels this meeting is premature.

Mr. Eastep asked what the setbacks were for Children's Hospital and Gorden Flesch. Ms. Wingenfield stated that they were required to meet the 50-foot pavement and building setback from US 33. Both sites chose a deeper setback.

Mr. Banchefsky said the TIF runs with the land. Mr. Eastep thought Dublin should require the developer to install the road network needed.

Mr. Lecklider asked about the compact parking spaces proposed in the text. Ms. Wingenfield said after Code required parking is met, additional spaces can be striped as smaller spaces.

Mr. Lecklider asked if the City has any plans to upgrade the Post Road/US 33 interchange. Ms. Fierce said not at the present time.

Ben Hale, Jr., representing the Alter Group, said that this is an unusual opportunity to build high-quality offices along US 33, rather than car dealerships. He said they have been working with the City to get the TIF in order. He said this project must stay on a very fast track. The timeline necessitates filing a final development plan before this zoning is approved by Council. He indicated this plan's improvements to the area include extending Perimeter Drive to Post Road so that it becomes the major east/west route rather than Post Road, and extending Perimeter Loop to Perimeter Drive, and building the first office building along the US 33 frontage.

Jeannie McKenna, Burkart and Associates, reviewed the landscape plans. Perimeter Drive will have a feel similar to that of Emerald Parkway. The Perimeter Drive and Perimeter Loop intersection will be planted. Perimeter Loop will have 3½-foot high earth mounds with street trees. They are considering several options for Post Road, including ponds in the setback area and mounds. Ms. McKenna stated that six-foot high landscape mounds would be provided along US 33 with evergreen, ornamental, and deciduous planting.

Steve Park, Vice President of the Alter Group, said they only deal with office and industrial uses, primarily in suburban settings. Mr. Park stated this project is not merely a speculative development, but one built for a major tenant, supplemented by build-to-suits for smaller tenants. This is to be a business park for both large corporate and smaller users. They have worked with staff to meet the desires of the Community Plan. The site would have high-scale development along the US 33 corridor reducing the size to lower-scale development along Post Road. This project will assist in the extension of Perimeter Drive and Perimeter Loop and the upgrade of the Post Road/US 33 interchange.

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Mr. Park said two levels of traffic studies are needed. The first should show the impact of their development. The second is more community-wide and should answer how this project integrates with the interchange, etc.

Mr. Park said the building exterior is typically masonry, either brick, pre-cast, or a combination. He said that the Alter Group is very excited about this project.

Mr. Hale agreed to 10,000 square feet per acre for Subarea 1. For Subarea 2, he is requesting 17,000 square feet per acre. The combined density will be near 14,000 square feet per acre. He is in partial agreement with the Condition 1, agrees to Condition 2, except for hotel use, agrees with the height limitation in Condition 3.

Steve Park said a hotel may need to be higher. Offices with a 35-foot height limit will only have two stories. He suggested a 40-foot limitation for hotels and that they not be located directly on Post Road, but farther south along Perimeter Drive. Mr. Hale agreed to reduce the hotel density to 30 rooms per acre.

Steve Park said 200-foot setback along Post Road would absorb six acres of developable land. He agreed a buffer is needed for a long-term residential use. For Condition 6, he will work with staff on language. He said one material and one color variation would be monotonous.

He will work to make the development transit-friendly. Regarding Condition 8, he will work with staff on defining setbacks. Mr. Park said corporations often want the company name and logo on the building.

Mr. Hale agreed to Conditions 11 and 12.

Mr. Eastep stated the traffic will be one of the biggest issues. He questioned how to move the number of cars expected without a full cloverleaf. Mr. Park said the short-term improvements to the Avery-Muirfield Drive intersections are favorable. The overflow uses the westward extension of Perimeter Drive to Post Road. Mr. Hale said the neighboring property owners to the west, of which Casto is the majority owner, are also interested in office zoning.

Mr. Park said traffic for this site is counter-cyclical. Mr. Eastep said with the exception of late evenings, the interchange at US 33/Avery is gridlocked. Even with the proposed interchange improvements, he is unsure the traffic can be properly handled.

Mr. Hale stated that the Casto company will cooperate in extending Perimeter Drive.

Mr. Park said six stories would be the highest building (15-17 feet per floor, plus mechanicals equals about 110 feet) in Subarea 1. Mr. Eastep said that is too tall. He wants a limit of 35 feet near Post Road, adjacent to the existing houses and retirement center. Stepping down the height and mass is imperative.

Ms. Wingfield stated that eventually the subareas will be subdivided into smaller parcels. Setbacks, side yards, rear yards and internal access points will be worked out. Buffers should be required. Mr. Park agreed to provide internal landscape strips.

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6805 Perimeter Drive

Mr. Eastep requested 100 percent on-site detention. Mr. Park agreed. Mr. Eastep was concerned about out-letting into the Indian Run. Ms. Cox stated that the requirement is to meet the master plan which is based on release rates. The stormwater regulations must be met.

Mr. Eastep needed the traffic study to vote. Mr. Hale stated that the project is tenant-driven and discussed the TIF agreement. Ms. Fierce clarified the parking requirement for office is 1:200 for medical use or 1:250 square feet for general offices.

Ms. Wingenfield clarified the ground sign regulations for office use is typically 50 square feet. A six-foot height is recommended. She stated that wall signs are not appropriate on US 33., but wall signs are permitted on corporate office buildings along I-270.

Mr. Park stated that six to seven buildings would be built in Subarea 2. He said the height would vary, but the taller the building, the greater the setback. Mr. Park stated that no access is proposed for Post Road except for emergency vehicles.

Mr. Peplow asked about the need for buffers. Mr. Park stated they will buffer contingent upon the land use in place at the time of development.

Mr. Fishman discussed wall signs on US 33. Mr. Hale stated the desire to have this site treated like I-270. Mr. McCash said the Council subcommittee did not recommend this. Mr. Hale suggested making a wall sign a conditional use.

Mr. Fishman was concerned about voting for this development prior to a traffic study. He said the Commission could pass it at 9,000 square feet per acre. Mr. Hale suggested Council could approve a higher density based on a traffic study. Mr. Lecklider was uncomfortable making a recommendation without a traffic study. Mr. Hale said the traffic study would be available in six weeks. Mr. Lecklider suggested taking a vote on what is proposed.

Mr. Hale agreed, where feasible, all stormwater areas would be wet. No final engineering has been done. He said the goal was to have wet ponds.

Mr. Banchevsky said the Commission has the discretion to approve the rezoning with 9,000 square feet per acre, or to require a traffic study at a later date to justify a higher density. Mr. Hale was concerned about timing.

Mr. Lecklider said it takes a simple majority of Council to approve this, and a super majority is required to override the Commission. Mr. Banchevsky said if the plan agrees with the Community Plan and other related documents, it will be difficult to turn it down.

Mr. Fishman stated that this is an important project that should be meshed with the Community Plan and the traffic study results. He thought it should be forwarded to City Council with a limit of 9,000 square feet per acre.

Mr. Park noted the traffic study and the density of the Community Plan are not necessarily consistent with one another. He said this new traffic study will use different density assumptions, and it will show the traffic improvements needed to handle his proposal. This is a partnership

with the City, and he will resolve the traffic issue. He said he cannot build with a density of 9,000 square feet per acre, and he does not think any office park could be built with that density.

Ms. Fierce said the Community Plan traffic testing took into account the full roadway network of the Community Plan and the assigned land uses for all parcels. Mr. McCash said he is losing confidence in the Community Plan because all "straight" zoning districts have no caps on density.

Ms. Wingenfield said this site was part of a larger analysis zone in the Community Plan, and the assigned land use was mostly office. Industrial, office, 400 hotel rooms, and retail uses were included in the overall traffic analysis zone (including the Riverside Hospital PCD and the site to the west). Staff recommended a density of 10,000 square feet per acre along Post Road, like the Riverside Hospital PCD. Along US 33, the staff is awaiting the results of the traffic study. The density can only be supported if the traffic analysis is positive.

Mr. Eastep thought this application was incomplete, and the Commission should not be expected to hurry through it. Mr. Hale said this is a user-driven proposal with extreme time restrictions. He does not believe Dublin will ever see a better proposal for this site. It will set the tone for the other properties. If it is delayed for six weeks, the project will not happen.

Mr. Park said the traffic study requested is much more involved and more global in its scope. There will be two firms working on it. Doyle Clear did the Community Plan analysis, and there are implications for the freeway interchanges, etc.

Mr. McCash could not predict the results of the traffic study. He understood using a higher density along the freeway than along Post Road. The blended rate, including hotels, should yield similar traffic results to those in the Community Plan. The development standards in the text should be tighter. The predominant material in the area is brick, and this should be in the test. "unified theme" is inadequate to describe the office park.

He said major tenants want larger and taller signs, but signs along US 33 should be small. He suggested that wall signs not be permitted at the top of six-story buildings.

Mr. McCash was concerned about the alignment shown for Perimeter Loop Road. It appears to cut up the site into less developable parcels. Mr. Park said this is the alignment supplied by the staff, and the site will break up into sites for several buildings and a stormwater pond. There will be visibility of the sites. It allows for growth for one or two major corporate users. This alignment is not his first choice, but it is usable and will match up with Riverside Hospital.

Mr. McCash could not picture six to eight signature buildings here. Mr. Park said the smallest building would probably be 75,000 square feet of two or three stories, and six or more buildings would fit. The largest building may be 250-300,000 square feet. The major tenant interested wants a 200,000 square foot building. He noted each Air Touch building is on ten acres. There was some discussion of structured parking and angling buildings along the streets.

Mr. Hale said the Casto Organization will be filing a rezoning application with comparable standards in the very near future. They had hoped to file together, but the timing did not work.

Ms. Cox said the Thoroughfare Plan only shows a schematic of the proposed street extensions and intersections. She said the traffic study will look at this and at the need for signalization at the freeway ramps, etc. Mr. McCash said the Thoroughfare Plan shows it as very angular.

Ms. Cox said Perimeter Drive is to replace Post Road for the major flow of the traffic. The road alignment will need to involve the Casto property. Mr. Hale noted there is a building the road needs to be designed around.

Mr. Lecklider was concerned about the landscaping proposed. Ms. McKenna said there will be a 3½-foot mound on both sides of the road. Individual lots will be landscaped separately by the individual builders. Plans will be submitted for approval. Mr. Lecklider was concerned that delivery trucks will damage branches on the trees abutting the roads.

Mr. Lecklider was concerned that the text provided for four hotel sites. Mr. Hale said they would limit it to a total of two hotels on the site. Mr. Hale said a suite hotel is a likely user. Mr. Lecklider did not think extended stay hotels were first quality. He was concerned about 1M square feet of office uses and the traffic.

Mr. Lecklider remembered Mr. Hale asserting that Dublin had a 25-year supply of office space. It seemed inconsistent to now request 1M square feet of office space. Mr. Hale said Dublin is running out of freeway sites. Mr. Lecklider understood the revenue benefits of office development, but that it also brings additional traffic. It seemed to him that it is a mixed blessing. Mr. Hale said high quality corporate offices are ideal for this location. Mr. Lecklider was concerned about density and he urged a compromise. He liked the idea of 9,000 square feet in Subarea 1 and he thought Subarea 2 could be more. Traffic, height, hotels, and signage are areas of concern.

Mr. Lecklider said wall signs are unacceptable here. He thought the claimed need for signage got overblown. There are incredibly successful internet businesses without signs.

Mr. Lecklider said lot coverage was another issue. He is not convinced that this will be "another Metro Center". Metro Center has far lower lot coverage than proposed here, but he thinks this site deserves that kind of treatment. He was uncomfortable without the traffic study. The text, in his opinion, needed considerable revision.

Mr. Fishman asked if the traffic study said 15,000 square feet per acre is acceptable more study will still be needed about how it will look.

Mr. Hale said there was no way to come in with a site plan that showed every building and layout on an 80-acre parcel. They wanted to come to a written standard that met the community standard and a promise that they would come in with good buildings.

Mr. Fishman asked if when completed, would this be a sea of blacktop or will it be beautiful with green and water. Mr. Hale said Dublin's community standard at 70 percent lot occupancy is the strictest standard he knew of in Franklin County. It is 80 percent in most places. Mr. Fishman did not want to turn down any good corporate tenant, but asked for assurances that this will look

good, and asked if it be done at 10,000 or 12,000 square feet per acre. Mr. Hale said north of the road, they could do 10,000, and south, 17,000 square feet per acre.

Mr. McCash said the question was the right density.

Mr. Park said this client has tried to move as expeditiously as possible. They will not come into this parcel without knowing what is going to happen on the balance of the property. Mr. Park said it was clear to him that the Commission does not feel comfortable with the level of information provided.

Mr. Hale said they have already made a commitment in excess of the Perimeter Center PCD and the Riverside Hospital PCD site.

Mr. Fishman was concerned that Casto will duplicated whatever is done here. He said this definitely was an office site, but he wanted it to be beautiful. He was concerned however, about the remaining two-acre site being used for a future carryout. He suggested that the owner might come in with the rezoning. Mr. Lecklider had the same concern.

Mr. Eastep said if a fantastic development causes traffic gridlock, it may be a poor choice for Dublin. He said most residents moved to Dublin to get away from the big city traffic. He said SR 161/US 33 is quickly developing interstate sized traffic proportions. They need the traffic study to make an educated decision on this site

Mr. Eastep suggested the 10,000 square foot per acre density being the maximum in Subarea 1, with a maximum height of 35 feet, and in Subarea 2, the building setback along US 33/SR 161, should be 100 feet. He wanted a four-story limit with an 80-foot maximum height. He also agreed with Mr. Lecklider regarding signage on this corridor being consistent with ground signs.

Mr. Peplow agreed with Mr. Eastep on everything except the height limitation in Subarea 2 as it approaches US 33. It is important to get the traffic study.

Mr. Harian agreed with Mr. Peplow on building height in Subarea 2.

Mr. Fishman was disturbed that the project could not be done at a density 9,000 square feet. He needs to be shown what the site would look like at an average of 14,000 square feet per acre, or whatever is finally requested. It needs to be a "Dublin" development with traffic that works. The lot coverage may have to be lowered to 60 percent. It must be compatible with the residential housing and look great.

Mr. McCash thought 9,000 square feet per acre was too low. The traffic study should address the density issue. The height of 35 feet could increase towards US 33, but 100 feet may be too tall. It depended on site layout. If this is to be signature office type buildings, a 50-foot ground sign will not work, especially if there is a 100-foot tall building. Under the current sign code, a 15-foot tall, 80-foot wall sign would be permitted.

Mr. Lecklider thought the applicant understood what was desired. They wanted high quality office. The Commission understood it was a business reality, but to live with its decision. Many

issues still remain to be addressed. He said 17,500 square feet in Subarea 2 is unacceptable to him. With the 100-foot setback from Post Road, he would like a 35-foot height limit. He also would like to see the 100-foot setback from SR 161/US 33. In Subarea 2, he is not comfortable with a 100-foot building height; 80 feet was also uncomfortable. He would like less lot coverage and a guarantee of super high quality materials. He also would like to see high quality water features guaranteed. He is very concerned with the additional traffic after the Avery Road/US33/SR 161 interchange is complete.

Mr. Hale requested a tabling. Mr. Eastep made a motion to table this application. Mr. Harian seconded the motion, and the vote was as follows: Mr. Lecklider, yes; Mr. Peplow, yes; Mr. Harian, yes; Mr. Fishman, yes; Mr. McCash, yes; and Mr. Eastep, yes. (Tabled 6-0.)

**7. Final Plat 99-039FP - Riverside PCD -- Subareas B2 and C2 - 6805, 6905, and 6955
Perimeter Loop Road**

Due to the late hour, this case was postponed without vote or discussion.

8. Concept Plan 99-023CP - Abbington

Due to the late hour, this case was postponed without vote or discussion.

The meeting was adjourned at 1:37 a.m.

Respectfully submitted,



Libby Farley
Administrative Secretary

99-092DP
Rail Van
Perimeter West PCD
6805 Perimeter Drive

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council Meeting

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Meeting

DAYTON LEGAL BLANK CO., FORM NO. 10148

Held

April 19, 1999

19

Ordinance 44-99 - An Ordinance Declaring the Procurement of Computer Equipment as a "Single Source" Purchase and Waiving Competitive Bidding Requirements.

Mayor Kranstuber introduced the ordinance.

Mr. Harding stated that this is a sole source situation relating to a second IBM AS-400 computer and related hardware for police dispatching and emergency 911 applications. Only one manufacturer's equipment is compatible with the present equipment, and for this reason, staff is requesting that Council waive the competitive bidding requirements. There will be a second reading and public hearing at the May 3 Council meeting.

Ordinance 45-99 - An Ordinance Providing for a Change in Zoning for 81.2858 Acres Located on the South side of Post Road, North of US 33, Approximately 900 Feet West of Avery-Muirfield Drive, from: R, Rural District, to: PCD, Planned Commerce District. (Lane property/File No. 99-040Z) (Applicant: Ben W. Hale, Jr., representing owner BJL L.P., 37 W. Broad Street, Suite 725, Columbus, OH 43215) Mrs. Boring introduced the ordinance and moved that it be referred to Planning & Zoning Commission.

Mayor Kranstuber seconded the motion.

Vote on the motion - Mr. Reiner, yes; Mr. McCash, yes; Ms. Hide Pittaluga, yes; Mr. Peterson, yes; Mrs. Boring, yes; Mayor Kranstuber, yes.

Ordinance 46-99 - An Ordinance Amending the Thoroughfare Plan for the City of Dublin.

Mr. McCash introduced the ordinance.

Mr. Hansley stated that this ordinance is brought forward at Council's request to amend the Thoroughfare Plan to reflect the closure of Wilcox at Woerner Temple. There will be a second reading and public hearing at the May 3 Council meeting.

INTRODUCTION & PUBLIC HEARING - RESOLUTIONS

Resolution 25-99 - A Resolution Adopting Goals for 2000.

Mayor Kranstuber introduced the resolution.

Mr. Hansley stated that this resolution reflects the discussion at goal setting and is based upon the reports generated from that session.

Vote on the Resolution - Mr. Peterson, yes; Ms. Hide Pittaluga, yes; Mr. Reiner, yes; Mr. McCash, yes; Mrs. Boring, yes; Mayor Kranstuber, yes.

OTHER

Hotel/Motel Tax Grant Recommendations from Finance Committee

Mr. Reiner, on behalf of the Finance Committee, brought forward the recommendations for each of the seven applications reviewed by the Committee on April 6, 1999. The applicants were notified of the Committee recommendation, and invited to attend the Council meeting tonight if they did not concur with that recommendation.

1. Washington Township Firefighters 1999 Ohio State Firefighters Softball Tournament

Their request was for \$3,000 to offset the costs of the Tournament to be held on August 14-15, 1999 at Avery Park. Recommendation of the Committee is to provide one third of the actual cost related to ballfields, park fees, lighting/electrical, special duty/security, park staff support, permits/fees, sanitation/dumpsters, total not to exceed \$3,000 with conditions as listed in the Committee minutes.

Mr. Reiner moved approval of the Committee recommendation.

Mayor Kranstuber seconded the motion.

Vote on the motion - Mayor Kranstuber, yes; Mr. Peterson, yes; Mr. McCash, yes; Mr. Reiner, yes; Ms. Hide Pittaluga, yes; Mrs. Boring, yes.

2. Columbus Chill Youth Hockey Association/Chiller Figure Skating Club

The request is to fund the purchase and installation of bleachers at the Chiller facility to provide seating for spectators at events held at the facility. The recommendation of the Finance Committee is to grant funding for the bleachers, not to exceed \$34,202 with

RECORD OF ORDINANCES

Dayton Legal Blank Co.

Form No. 30043

Ordinance No. **102-94 (AMENDED)**

Passed

19

AN ORDINANCE PROVIDING FOR A CHANGE IN ZONING FOR 210.717 ACRES OF LAND LOCATED ON THE WEST SIDE OF SAWMILL ROAD, BETWEEN SALTERGATE DRIVE AND BRIGHT ROAD, FROM: PUD, PLANNED UNIT DEVELOPMENT DISTRICT (182.409 ACRES) AND R-1, RESTRICTED SUBURBAN RESIDENTIAL DISTRICT (28.308 ACRES) TO: PUD, PLANNED UNIT DEVELOPMENT DISTRICT BY REVISION OF PRELIMINARY DEVELOPMENT PLAN. (REVISED NORTHEAST QUADRANT PUD)

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Dublin, State of Ohio, 3 of the elected members concurring:

Section 1. That the following described real estate (see attached map marked Exhibit "A") situated in the City of Dublin, State of Ohio, is hereby rezoned to PUD, Planned Unit Development District and shall be subject to regulations and procedures contained in Ordinance No. 21-70 (Chapter Eleven of the Codified Ordinances) the City of Dublin Zoning Code and amendments thereto.

Section 2. That application, Exhibit "B", including the list of contiguous and affected property owners, and the recommendations of the Planning and Zoning Commission, Exhibit "C", and further, the conditions of Council, Exhibit "D" are all incorporated into and made an official part of this Ordinance and made an official part of this Ordinance and said real estate shall be developed and used in accordance therewith.

Section 3. That this Ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed this 20th day of March, 1995.

Joel R. Campbell
Mayor - Presiding Officer

Attest:

Anne C. Clarke
Clerk of Council

Sponsor: Planning Division

I hereby certify that copies of this Ordinance/Resolution were posted in the City of Dublin in accordance with Section 731.25 of the Ohio Revised Code.

Anne C. Clarke
Clerk of Council, Dublin, Ohio