

# RECORD OF ACTION

## Planning and Zoning Commission

Thursday, January 9, 2025 | 6:30 p.m.

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

4. Bridge Park, Block Y  
24-154CP
- Concept Plan

Proposal:	Review and recommendation of approval on the construction of a new mixed-use development.
Location:	South of the Riverside Drive and W Dublin Granville Road roundabout.
Request:	Review and recommendation of approval to City Council for a Concept Plan under the provisions of Zoning Code Section 153.066.
Planning Contact:	Zachary Hounshell, Planner II
Contact Information:	614.410.4652, zhounshell@dublin.oh.us
Case Information:	www.dublinohiousa.gov/pzc/24-154

MOTION: Mr. Way moved, Mr. Deschler seconded recommendation of approval of the Concept Plan to City Council with 7 conditions:

- 1) The applicant work with Staff to consider the conversion of Dale Drive from a private street to a public street;
- 2) The applicant continues to work with Staff to identify opportunities to integrate the development with the surrounding areas and align with the guiding principles of the Bridge Street District;
- 3) The applicant continue to work with Staff to continue to develop the street network and determine the appropriateness of the access point along W. Dublin-Granville Road;
- 4) The applicant continue to work with Staff to Provide functional and well-designed open spaces throughout the development that aligns with the intent of the Code;
- 5) The applicant continue to work with Staff to develop the design of both the W. Dublin-Granville Road and Riverside Drive streetscapes and pedestrian corridors, and how this will integrate with the proposed development;
- 6) The applicant works with Staff on the determination of building types and how they relate to the design of the buildings; and,
- 7) The applicant continues to work with Staff to determine the necessary site improvements to meet the stormwater management requirements for both the proposed development and the Shoppes at River Ridge.

VOTE: 7-0

RESULT: The Concept Plan was recommended for approval and forwarded to City Council.

RECORDED VOTES:

Rebecca Call	Yes
Kim Way	Yes
Kathy Harter	Yes
Jamey Chinnock	Yes
Gary Alexander	Yes
Jason Deschler	Yes
Dan Garvin	Yes

STAFF CERTIFICATION

Signed by:

*Zachary Hounshell*

Zachary Hounshell  
Planner II



Community Planning and Development



5200 Emerald Parkway  
Dublin, Ohio 43017



614.410.4600  
[dublinohiousa.gov](http://dublinohiousa.gov)

Sustainable | Connected | Resilient

available, they would be required to tie into it. These issues were considered previously. City Code was reviewed and application was approved without public utilities in 2018.

### **Commission Discussion**

Mr. Garvin stated that given the intent of the Future Land Use Plan and the zoning of the current corner lot, he is supportive of the rezoning of this lot as well.

Mr. Deschler agreed with Mr. Garvin.

Mr. Alexander stated that he is supportive as well. There are protections in terms of buffering, setback requirements, etc. so that this will have minimal impact on existing homes.

Mr. Way stated that the role of this Commission is to uphold the Community Plan. This rezoning request fits within the Community Plan and so he is supportive.

Ms. Harter stated that she is not in favor of the request. There is a lot of time spent discussing areas such as these but these pockets need to be revisited through applications as they happen.

Mr. Chinnock stated that he is generally in favor of the rezoning request. This change will not allow them to put whatever they want to build on the site. There are still a lot of restrictions in place.

Ms. Call stated that she is in favor of the rezoning. The Community Plan just went into effect in August. The steering committee reviewed sites on a case-by-case basis. It was a 24-month process during which they heard from community members, schools, business partners, and many residents. Ms. Call stated that one of her favorite comments she heard during the process was, "You can't do nothing and stay the same."

Mr. Way moved, Mr. Garvin seconded a recommendation of approval of the Standard District Rezoning to City Council with no conditions.

Vote: Ms. Harter, no; Mr. Deschler, yes; Mr. Alexander, yes; Mr. Chinnock, yes; Ms. Call, yes; Mr. Way, yes; Mr. Garvin, yes.  
[Motion carried 6-1]

### **24-154CP - Bridge Park, Block Y**

**Request for review and recommendation of approval a new mixed-use development. The approximately 4.50-acre site is zoned BSD-SCN, Scioto River Neighborhood and is located southeast of the intersection of W. Dublin-Granville Road and Riverside Drive.**

### **Applicant Presentation**

Russell Hunter, Executive VP of Development and Design, Crawford Hoving, 6640 Riverside Drive, Dublin, stated that this is an incredibly complex site and an incredibly complex project. The location is a gateway coming across SR 161. They recognize there is much work to do on design and still much coordination with staff and neighbors. They want to continue to be open and talk to people.



Jeffrey Pongonis, Principal, MKSK, 462 South Ludlow Alley, Columbus, stated that the site is located at the corner of SR161 and Riverside Drive with a retail center to the east and Bridge Park and the roundabout to the north. One objective of the plan is for the development to incrementally grow up the hill into the existing retail center while preserving the walkable qualities of Bridge Park. Another objective is to have a street grid and clear circulation components in and around the site. There is an office building to the southeast and the primary building massing is at the northwest corner of the site. There is a north and south drive that flanks the condominium and event portion of the building along the east side for visitors and service to the building. There is another primary drive coming from the retail center into the auto court that serves entire building. The team is wrestling with where to start and stop the more urban Bridge Park streetscape and where to transition into the softer, more park-like landscape south onto Riverside Drive. Mr. Pongonis shared some of the primary components of the plan. Moving from the east to the west, there is an area labeled tree grove, which is meant to be a gateway landscape feature in and out of the development. There is a quarter moon plaza flanking the office building on the entry drive into the auto court adjacent to the Wendy's building. That is an attempt to screen the development from that but also integrate it into the neighborhood as part of the street grid. There is a network of sidewalks and circulation paths around the main building as well as a set of stairs. To the south, is the service area that contains parking and service. There are a few different zones or typologies on the site. There is a traditional or typical Bridge Park streetscape typology that transitions into a more park-like landscape area. There are private streetscapes along the access drive allowing automobiles to circulate on site and also for pedestrians to get to the site from SR161. The entry drive into the development from the retail center from SR161 and Dale Drive into the auto court can be a blend of landscape and urban streetscape typologies.

Chris Meyers, Principal Architect, Meyers and Associates Architecture and Interior Design, 232 North Third Street, Columbus, stated that as this project is at the informal stage, we are talking about big ideas like massing, shape and site planning. They have followed the Envision Dublin Community Plan update process over the past couple of years. They would like this project to be a shining example of all of the attributes noted in Envision Dublin, the Bridge Street District Code and Guidelines and general planning approaches. The condominium and event building is 438,000 square feet. They are trying to determine how such a large building with such complex functions can feel right in the context of this site. There is a three-story, 500-space parking structure. This site has an approximately 30-foot grade change going from east to west allowing large portions of the parking structure parking to be embedded below ground. Traffic for the many different uses (hospitality, residential, visitor) is isolated. There are two towers located in the northeast corner of the site consisting of an eight-story residential component and a seven-story hotel. Those are above the garage podium. The ground level of the hotel and residential as well as the restaurant are on the same grade plane as the Shoppes at River Ridge. The garage creates the platform for all of this activity. The highest point on the building is approximately seven feet taller than the AC Marriott hotel across SR161. Through the evolution of the project, they learned that they wanted to be sensitive to the neighborhood to the south. They had a number of meetings and focus groups. In an effort to illustrate visibility and height, they flew balloons via drones. There is good interaction they intend to continue throughout this effort. The previous concept on this site had a linear hotel going north to south straight along Riverside Drive. The building is now an L-shape, not quite at 90 degrees, allowing it to be pulled nearly 100 feet to the north, compacting the site closer to the context of Bridge Park. The intent is for this to feel like a transition building. The residential piece is 26 units - roughly four units per floor. There are 130 guest rooms for the hotel. It will be very similar to the AC Marriott and Springhill Suites nearby. The hotel is planned to be a Marriott



Autograph Series, which is one of the premier lines within Marriott's chain of hotels. It is a property that is owned with Cameron Mitchell and Crawford Hoving as a joint venture. There is a food-focused approach to the design and utilization. An Autograph hotel is a distinction. There are currently four Marriott Autograph hotels in Ohio. This will be the first new build in the State. All others are within modified buildings. Autographs have a boutique style. Within the hotel, there is a combination of signature food and beverage functions, a spa, and a series of event spaces in and around the building with the intent to create an urban, active, outdoor space with connection to the community. Mr. Meyers shared the design objectives that they have applied to this project.

1. Focus on massing/scale/height/proportion within existing context;
2. Attention to pedestrian activity/Approachable architecture;
3. Sensitivity to neighbors;
4. Compatible size to the AC Marriott hotel;
5. Positioning of building in a way that ties into the Dublin Link Bridge; and
6. Activation of the roundabout with a civic space.

One of the challenges of the site is access. They are considering a right-out curb cut. That will have to go through engineering and traffic studies but they are looking for feedback at this time. Stormwater management is another concern they are working through. EMH&T is the civil engineer on the project. Sustainability efforts are being put into the design. They intend to capture much of the stormwater in a vault system.

Mr. Meyers stated that this project includes a new 90,000 square foot, four-story office building. He shared images of conceptual architectural details.

### **Staff Presentation**

Mr. Hounshell stated that typically a Concept Plan requires determination by PZC in the Bridge Street District (BSD). However, because a development agreement will be attached to this, the process requires a recommendation from PZC to City Council. There will be two additional steps, Preliminary Development Plan and Final Development Plan. Mr. Hounshell shared the Considerations from the BSD Zoning Code.

- The proposed land uses are consistent with Envision Dublin, BSD Special Area Plan, and BSD Code.
- The proposed block framework and street network are generally compatible with the adopted plans, leading to the creation of a walkable, urban place.
- The proposed development concept generally fulfills the intent of the BSD Special Area Plan.
- The proposed development concept creates a walkable, urban place.

Note: Height, massing, and design of buildings are considered with subsequent applications. The Concept Plan does not commit to these items.

This site is the southern boundary of the Bridge Street District. South of the site is existing suburban office and single-family residential zoning. This property sits lower than the AC Marriott. The site is recommended mixed-use urban by the Future Land Use Plan, which is considered for a strong mix of uses in an active, highly walkable environment. Uses that are typical for this designation are commercial, office, hospitality, multi-family residential, eating and drinking, Civic, parks and open spaces that support the other uses. There are many recommendations regarding the built form. One recommendation within this district is for the height within this district to be between three and six stories, however there are some key locations where additional height may be appropriate. The Bridge Street District Special Area Plan states that the development of this site should frame the roundabout and create distinctive character as a landmark of the District. The Special Area Plan



contemplates between three and eight stories with contemporary architecture. That process is reviewed with the subsequent applications. This site also must be a transition to the suburban office and single family residential to the south.

Mr. Hounshell stated that the City of Dublin is currently engaged in the East Bridge Street Corridor Study looking at the SR161 corridor and identifying ways to make it more pedestrian friendly. There are currently challenges with crossing SR161, particularly at the roundabout. The study is not tied to this project or any development project. It is a standalone process that the City is engaged in and the goals are:

- Affirm and update schematic alignments of future street grid
- Improve crosswalks by minimizing crossing lengths and evaluating intersections
- Development concepts of the Emerald Trail
- Plan for future LinkUS BRT facilities
- Evaluate speed limit changes and associated impacts to mobility.

There currently is no defined timeline in which this is to be completed.

Mr. Hounshell shared an image from the Scioto River Neighborhood Requirements that reinforce the idea that this site needs to be a gateway.

There is much work to be done with this project. Some considerations are:

- Site access
- Dale Drive street designation
- Streetscape designs along Riverside Drive and SR161
- Building Type designations to establish requirements
- Integration with surrounding areas
- Open Space types and locations
- Stormwater management.

Staff is recommending approval of recommendation to City Council with seven conditions.

### **Commission Questions**

Mr. Chinnock stated that a pedestrian bridge across SR161 was part of previous discussions. He asked staff if that is no longer being considered because of the City's study. Mr. Hounshell stated that part of the study is determining appropriate avenues to cross SR161 and it is his understanding that a bridge would not be appropriate.

Mr. Chinnock asked for further explanation regarding the access drive to the motor court, the grade change and how that road interacts with the parking garage. Mr. Meyers stated that a vehicle would travel the road flat to the drop off/canopy cover. The road to the south begins a descent with access to the garage at two lower levels. The grade change occurs from north to south.

Mr. Chinnock asked for more information on the streetscape and how a pedestrian will relate to the building. Mr. Pongonis stated that there is a transition from traditional Bridge Street District streetscape into the more landscape-rich environment. The goal is to transition to the more pastoral character of Riverside Drive. The design leverages the grade to bury the parking but on Riverside Drive, it needs imbedded in a way that creates a great site experience. Landscaping will be layered in front of the garage along Riverside Drive so that it presents itself in a more park-like experience. Mr. Meyers added that the intent is for pedestrians to not know there are cars parked behind the landscape. The undulation of the façade will make it approachable.



Ms. Harter referenced the parking garages and asked if owners will have their own garage space. Mr. Meyers stated that there is dedicated parking for owners on a concierge basis. The plan is not far enough into the details to determine exactly how but there will be dedicated parking. Ms. Harter asked if the 500 spaces account for owners and hotel and restaurant visitors. Mr. Meyers stated they conducted a data analysis that factors in proximity to the airport, the brand of hotel, residential, restaurants, etc. A study determining the maximum spaces needed is conducted and then a contingency is added. That put the number just under 500 for this site. Much effort goes into making sure the parking properly serves the functions of the site. If it does not, then it hinders the businesses.

Ms. Harter asked if the protruding event space will feel overwhelming to a driver. Mr. Meyers stated that there many architectural details to still decide but the intent is to create a gracious first impression for the development.

Ms. Harter asked if the standalone office area needs any consideration/discussion with the neighbors. Mr. Meyers stated that the height is four stories, 55 to 60 feet, which is lower than the hotel. The building may step down in the back. If there is feedback from this discussion that the office building needs to be attended to, then they will do so.

Ms. Harter stated that the speed limit approaching the area is 25 mph. She asked if anything has changed with the bottleneck that happens on Martin Road and could Martin Road be added to traffic studies in that area. Ms. Rauch stated it is 25 mph to the roundabout. A traffic study is not required as part of this project as it was done with the original Bridge Street development. Traffic modeling was also done as part of the Community Plan update. Engineering and Transportation and Mobility staff are very attuned to what is happening there. The roundabout and the street network is designed for this type of development. It is busy but that is the point of this type of urban development. Staff will continue to engage with the residents in the area.

Mr. Way stated that this is set up in lots and blocks and there was a diagram that includes Stoneridge Lane. Mr. Hounshell stated that he is not aware of any plans where Stoneridge Lane extends to Riverside Drive. Mr. Way stated the he is more concerned with Stoneridge creating a block. The office building as proposed stops Stoneridge Lane and he proposed that the office building rotate to allow that corridor to continue. The Special Area Plan establishes the area with lots and blocks. How does this plan respond to that? Mr. Hunter stated that the office building has rotated 90 degrees in several iterations of this plan. The grade may prevent Stoneridge from getting to Riverside and the office building actually give a place for the road to stop. Mr. Way stated that Stoneridge could be a pedestrian route. He is glad the applicant considered it. Mr. Way asked if the loading dock is raised. Mr. Meyers stated the loading dock is at street level. A requirement of the brand is all services will occur within the building.

Mr. Garvin asked about connection to the east. Mr. Meyers stated that the hope would be that the access be as close to the building as possible. There are particular requirements for distance from the roundabout. The next logical solution may be to enhance traffic and pedestrian safety measures at Dale Drive. At this point a connection will likely be an enhanced walk path with better traffic stopping or calming devices.

Mr. Garvin asked for insight regarding the feedback received from the balloon flights. Mr. Hunter stated that the goal of the exercise was to determine how this development would affect residents on Lilly Mar Court and Martin Place. The drone was nearly 160 feet in the air from the eastern part of site before it could be seen from Martin Place. Mr. Meyers stated that the residential part of what is being proposed now is 116 feet above Riverside Drive and 105 feet to the high point of the hotel.



Mr. Garvin asked if there is demand for more hotel use. Mr. Hunter stated that the hotels in Bridge Park are doing exceptionally well, and Marriott is incredibly excited about the project.

Mr. Deschler asked if the private access between Dale Drive and Riverside Drive has been studied. Mr. Hounshell stated that there are still conversations that need to be had with City Engineering staff to determine whether that is possible. Private access points onto principal streets are typically not permitted. Mr. Hunter added that they are currently considering that a right out only. One of the important points about that access is that it brings the block down. The fact that it could feel like a road network even if it does not directly connect is positive. Mr. Deschler stated that he is not yet supportive of that access point.

Mr. Deschler asked if there is a parking garage under office building. Mr. Meyers stated that the office building is built on grade. Part of the parking capacity of 500 is for the office building.

Mr. Deschler asked about overflow parking for the office building.

Matt Starr, Executive VP of Commercial Real Estate and Leasing, Crawford Hoying, 6640 Riverside Drive, Suite 500, Dublin, stated that overflow parking would likely be behind the Shoppes at River Ridge. This is a similar situation to the AC Marriott. They will bring any metrics to the Commission.

Mr. Deschler asked if the entrance into the parking garage on the east part of the site will be private. Mr. Meyers answered affirmatively. Whether that road goes out to SR161 or not, they will still have the drive. It also creates the block of this development and sets up how the other roadway layout happens going east.

Mr. Deschler asked if employees will have designated parking. Mr. Meyers stated that there are plans for entire portions of the garage to be dedicated to staff parking. There will be areas for residents, concierge, valet. The garage will not just be standard spaces but will predominately be valet spaces.

Mr. Deschler asked if there will be any spots for self-parking. Mr. Meyers answered in the affirmative. Mr. Starr stated that almost the same program exists across the street and that garage is not full very often. They will show the math as the project moves forward. They do know from experience at the AC Marriott that about 50 to 60% of patrons arrive via Uber or Lyft. Mr. Deschler asked if access from Riverside Drive has been considered. Mr. Hunter stated that they did consider that early in the process. They hired the engineering firm that designed the roundabout and were told it could not be done. They did not recommend any egress or ingress from Riverside Drive onto this site. Mr. Hounshell stated SR161 and Riverside Drive share the same designation and access points are limited on those drives because traffic volume is the largest on those streets. The more access points added, the more impact is made to the traffic flow and the potential for queuing increases.

Mr. Deschler asked if any prominent features like a stone monument or water feature were considered at the corner. Mr. Pongonis stated that they would explore that but are not at that level of detail at this time.

Mr. Alexander asked if there has been discussion about extending enhancements out to the end of Dale Drive (at SR161) to strengthen the entry point. Mr. Hunter stated that Dale Drive north of this site is a public street. They would welcome the idea of improving that connection. Mr. Pongonis stated that some of that is in the SR161 Corridor Study. Mr. Hounshell stated that one



of the conditions of this is working with the applicant to determine the best path forward to convert Dale Drive to a public street.

Ms. Call asked if the applicant has contemplated what happens landscaping-wise if that north south drive along the building does not go out to SR161. Mr. Pongonis stated that it would be landscaped to the quality of Bridge Park but not make the street connection. It would have high quality pedestrian connections, signage and landscape features.

### **Public Comment**

Cliff Farrell, 3199 Martin Road, Dublin, thanked the Commission for their work. He spent 12 to 15 years in front of Columbus' Development Commission representing a neighborhood civic association and he would have loved to have heard such thoughtful questions. Coming from Old Dublin across the bridge, you will see a 10-story building. There is no underground garage. The underground is the 30-foot grade drop. This development is 450,000 square feet on four acres. The south side of Riverside Drive is all developed and the road cannot be widened. This will generate thousands of trips per day and there is nowhere for it to go. He goes to work at 6:00 a.m. not to avoid traffic at the circle. Martin Road at rush hour is blocked at its west end. Mr. Farrell stated that he thinks the applicants are trying to shoehorn too much onto this site. This project will create a whole set of problems with traffic that have not been addressed adequately. He understands that some of this proposal will happen but he would like to make sure that what does happen does not end up destroying Martin Road and the residences in the area.

Scott Haring, 3280 Lilly Mar Court, Dublin, stated that neighbors recognize this is private property and will be developed. When this parcel was zoned, it was given the designation of being in the Bridge Street District. The Community Plan is a broad brush. The Bridge Street plan originally permitted a maximum of five stories. This parcel was rezoned to allow a six-story building with no specific plan at the time. If this project could be done at six stories, that would be alright. This does not comply with the rule of six stories. He asked the Commission to be sensitive to the neighbors at six stories. The most exciting part of this project was the pedestrian bridge. He is sad to hear that is not in this concept. Traversing the roundabout is dangerous.

Amy Gossard, 6947 Ballantrae Loop, Dublin, stated that she is the owner of Polished Hair and Nails located at the Shoppes at River Ridge. She is very excited about this project. There is a lot of parking. There is some parking behind the Shoppes buildings. There is so much parking that is not utilized. A development there could possibly cause people to park far away from the building and create foot traffic for the rest of the businesses there. She has been in business 13 years and would like to stay.

Joe Cartolano, 3390 Martin Road, Dublin, stated that when this was previously proposed, one of the things said was that six stories was the maximum. Now it is up to eight stories because it is a corridor or gateway. He asked what determines a gateway or corridor structure. When a building was proposed at the north end of Bridge Park they were told it had to be six stories. The difference in elevation is deceiving. To say the parking garage is underground is misleading. It is underground standing to the east but on Riverside Drive, it is three stories above ground. The height of the building is critical. We all know the site will be developed but must stay within the Code. It feels like things are being snuck in without the public being made aware. Residents look to Commissioners to protect their rights. Mr. Cartolano stated that a drone is not the same as



several hundred feet of building length. He encouraged members to stick to the Code and not make exceptions.

### **Commission Discussion**

Mr. Garvin stated that he is excited about the use for the project but is concerned about the scale, particularly from the bridge on Bridge Street. The pedestrian connection is a huge concern for him. The proposal seems intensive. Those concerns were somewhat allayed with the comparison to the AC Marriott. He expressed appreciation for the skyline view that they had requested previously. The office building degrading in height may help the skyline. The intensity of the project from the south could be softened by transparency. Looking at the building from the roundabout, he is curious how intensive this will be from the ground if there is a suitable pedestrian connection achieved. Generally, he is supportive of the project, the usage and an exception for height.

Mr. Deschler stated that height is not in front of the Commission this evening. Mr. Boggs confirmed by stating that specific height and waivers would come at a later time. Mr. Deschler stated that he is supportive of the project with the conditions set forth by the City.

Mr. Alexander stated that he is generally supportive of the project. His biggest concern is traffic. That will prove whether the project is viable. One of his concerns is peak demand coming out of that office and Dale Drive. That is already a stacking issue right now and that is when there is low use there. He is interested to see what a traffic study proves. Another concern is the pedestrian linkages. He is generally supportive of the massing, particularly splitting the volumes and locations of the functions. Having residential on that side of SR161 will help existing uses. He does think it has a very different feel from Bridge Park and that is okay. For him, it will come down to whether the traffic works. He is supportive of the height as it is logical to frame that entry with something similar to the AC in height.

Mr. Way stated that he is generally supportive of the layout, massing and scale. It is commensurate with being at this gateway location. He is struggling with the relationship of the building to the streets. Bridge Street is all about activating frontages. He does not feel like the frontage along Riverside Drive is activated well. There is a great opportunity to think about how to activate that edge given its setting. He encouraged the applicant to consider how to activate spaces at different levels. The roundabout corner should be an incredible plaza. It needs to be as exciting as everything to the north. Open space and activation are very important. He is looking for activation all around the site.

Ms. Harter stated agreed that the site needs more activation. She suggested removing the grove of trees so people are able to see the proximity of the Shoppes at River Ridge.

Mr. Chinnock stated that he is generally supportive of the project. Scale is a concern for everyone. He suggested adding language to the conditions that the applicant continue to work with staff on the streetscapes and scale. Ms. Call stated that scale is addressed in Condition 6. Mr. Boggs stated that building types have a certain maximum number of levels unless a waiver is applied for, waiver criteria applied to that application, and the waiver is approved. Mr. Chinnock stated that pedestrian connectivity is very important here.



Mr. Deschler stated that the City is owning pedestrian safety. Mr. Hounshell stated that was the goal of condition 5.

Conversation continued about potential conditions.

Ms. Call stated that the access on SR161 makes her very uncomfortable. She stated that she will want to see a lot of detail at next step because it will have a lot of impact.

Mr. Way moved, Mr. Deschler seconded recommendation of approval of the Concept Plan to City Council with the following conditions:

- 1) The applicant work with Staff to consider the conversion of Dale Drive from a private street to a public street;
- 2) The applicant continues to work with Staff to identify opportunities to integrate the development with the surrounding areas and align with the guiding principles of the Bridge Street District;
- 3) The applicant continue to work with Staff to continue to develop the street network and determine the appropriateness of the access point along W. Dublin-Granville Road;
- 4) The applicant continue to work with Staff to provide functional and well-designed open spaces throughout the development that aligns with the intent of the Code;
- 5) The applicant continue to work with Staff to develop the design of both the W. Dublin-Granville Road and Riverside Drive streetscapes and pedestrian corridors, and how this will integrate with the proposed development;
- 6) The applicant works with Staff on the determination of building types and how they relate to the design of the buildings; and,
- 7) The applicant continues to work with Staff to determine the necessary site improvements to meet the stormwater management requirements for both the proposed development and the Shoppes at River Ridge.

Vote: Ms. Call, yes; Mr. Garvin, yes; Mr. Alexander, yes; Mr. Way, yes; Mr. Chinnock, yes; Mr. Deschler, yes; Ms. Harter, yes.  
[motion passed 7-0]

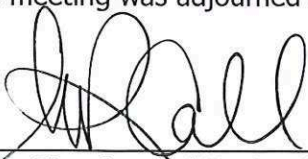
## **COMMUNICATIONS**

Ms. Rauch reported that:

- Digital Packet will come through OnBoard and OneDrive. An email containing sign-in information to activate your account will come on January 14, 2025. Trainings are scheduled for Thursday, January 16, 2025 at 5:00 p.m. and Friday, January 17, 2025 at 12:00 p.m. Trainings will be recorded.

## **ADJOURNMENT**

The meeting was adjourned at 11:03 pm.



Chair, Planning and Zoning Commission

  
Deputy Clerk of Council





## RECORD OF DISCUSSION

# Planning & Zoning Commission

Thursday, November 3, 2022 | 6:30 pm

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

2. CMR/CH Hotel and Condominiums at PIDs: 273-012909 & 273-008269  
22-152INF Informal Case Review

Proposal: Construction of a nine-story condominium building, a seven-story hotel, and an event center over a two-story, podium building for parking with building amenities and a pedestrian bridge.

Location: 2.85-acre site is southeast of the roundabout at Riverside Drive and W. Dublin-Granville Road and zoned Bridge Street District, Scioto River Neighborhood.

Request: Informal review with non-binding feedback under the provisions of Zoning Code §153.066.

Applicant: Brian Peterson, Meyers Architects

Planning Contact: Zachary Hounshell, Planner II

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

Case Information: [www.dublinohiousa.gov/pzc/22-152](http://www.dublinohiousa.gov/pzc/22-152)

**RESULT:** The Commission was generally supportive of the proposed uses and layout of the site. The Commission was generally concerned with the massing and height of the development, stating additional concern of the development being disconnected from the district. The Commission expressed concern over pedestrian connectivity to and from the site along Riverside Drive and W. Dublin-Granville Road. The Commission encouraged the applicant to continue their neighborhood engagement throughout the duration of this development.

### MEMBERS PRESENT:

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

### STAFF CERTIFICATION

DocuSigned by:

*Zach Hounshell*

B1050D11513A490...  
Zachary Hounshell, Planner II



~~Commission to consider a horizontal and vertical mixed use here, the component most adjacent to I-270 must be non-residential.~~

~~Mr. Schneier stated that the position of Council and PZC is not to have residential facing the interstate. To him, it is more subjective, looking at other elements such as a buffer and a different site plan.~~

~~Mr. Fontayne inquired the Commission's thoughts regarding the proposed massing and density and height.~~

~~Ms. Call stated that since what is proposed has the residential component along I-270, it is difficult for the Commission to give feedback regarding the potential for more height.~~

~~Mr. Chinnock stated that if the next iteration were to propose more height, there must be more articulation of the building.~~

~~Mr. Way stated that he is able to support more density, if there is the right mix of uses. From the loop road to the highway, the parcel is 400 feet deep. In a conventional development, it is possible to put residential on one side, and commercial on the other side. It would create a mixed-use block. This site could be the start of that block, which in the future could be expanded. That is the type of development pattern the Commission could consider for Metro Center.~~

~~Mr. Fontayne requested more clarification of the "sense of specialness" to which one Commissioner referred.~~

~~Mr. Chinnock responded that the development still needs to feel residential, not like another office building. There should be outdoor greenspace and amenities for the residents.~~

~~The applicant thanked the Commission for their feedback.~~

~~*[Mr. Supelak returned to the meeting.]*~~

## **2. CMR/CH Hotel and Condominiums at PIDs: 273-012909 & 273-008269, 22-152INF, Informal Case Review**

A request for informal review of a proposed construction of a ten-story condominium building, a seven-story hotel and an event center over a two-story, podium building for parking with building amenities and a pedestrian bridge. The 2.85-acre site is zoned Bridge Street District, Scioto River Neighborhood, and is located southeast of the roundabout at Riverside Drive and W. Dublin-Granville Road.

### **Staff Presentation**

Mr. Hounshell stated this is a request for an informal review of a hotel and condominium project at the intersection of West Dublin-Granville Road and Riverside Drive. An Informal Review is an optional step in the Bridge Street District; the Concept Plan is the first step. The difference between the two concept plans is that a concept plan with this project would require a recommendation to City Council for determination. Tonight, the informal review is seeking feedback to guide the applicant as they move forward with the project. This 2.85-acre site was rezoned in March 2022 from commercial to BSD – Scioto River Neighborhood to accommodate the proposed development. This site is located west of The Shoppes of River Ridge and south of Bridge Park, across the street of West Dublin-Granville Road. The northern half of the site, adjacent to the roundabout of Riverside Drive and W. Dublin-Granville Road, is vacant, with minimal vegetation on site. The southern half of the site includes a retention pond designed to provide stormwater management



for the Shoppes at River Ridge to the east. Removal of the pond would require additional analysis regarding stormwater management for this site and adjacent sites in which compliance with stormwater management requirements will need to be demonstrated in accordance with Chapter 53 of the City of Dublin Codified Ordinances. Adjacent to the site, both Riverside Drive and W. Dublin-Granville Road are designated as Corridor Connectors and Principal Frontage Streets (PFS). Vehicular access is not permitted from Corridor Connector streets, if a suitable alternative access location is available. The applicant is proposing access to the east, connecting to the future street extension of Dale Drive. Dale Drive is projected as a future neighborhood street that will connect to a future extension of Stoneridge Lane to the east of the site. The site has been Scioto River Neighborhood District, which calls for a mix of land uses. The site is subject to a gateway requirement due to its location at the intersection of SR161 and Riverside Drive. The applicant is proposing a building complex that includes multiple forms and heights, connected by a central concourse level that will be constructed above the podium parking. The site includes a 9-story condominium in the northern portion of the complex, a 7-story hotel with amenity roof located centrally in the complex, and a 2-story event center in the southern portion of the complex. All of the buildings are connected by a central concourse, which acts as a lobby to access all of the uses. The residents of the condominium will have a separate entrance into the parking garage below the structure, which is on the north side of the site. The loading and service bay is accessed on the southern portion of the site through a ramp. Currently, the proposal does not show a connection to the existing pedestrian infrastructure along Riverside Drive or W. Dublin-Granville Road. The applicant is proposing a new pedestrian bridge in the northeast corner of the site, crossing W. Dublin-Granville Road. The pedestrian bridge is accessed on site through a proposed terrace to the east of the condominium tower, before crossing W. Dublin-Granville Road to connect to Bridge Park on the north side of the street. The pedestrian bridge is a type of facility that is not contemplated in our Code, and would require additional discussion with staff, if the opportunity were pursued. The City is in the introductory stages of conducting a streetscape corridor study along W. Dublin-Granville Road to identify opportunities to make the W. Dublin-Granville Road Corridor more pedestrian friendly. The applicant has not provided building types for the proposed development. However, the maximum story height permitted in the Bridge Street District is 6 stories (Corridor Building).

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

- 1) Is the Commission supportive of the proposed uses and general site layout of the development?
- 2) Is the Commission supportive of the proposed massing of the mixed-use building?
- 3) Is the Commission supportive of the proposed vehicular and pedestrian access for the site?

### **Commission Questions**

Mr. Chinnock inquired if the curved access drive into the site is due to the topography.

Mr. Hounshell responded affirmatively. There is a significant grade change between this site and the Shoppes of River Ridge, as well as Wendy's on the north.

Ms. Call requested Mr. Hendershot to comment on whether Engineering would permit additional access is such proximity to the roundabout.

Mr. Hendershot responded that with both Riverside Drive and SR161 being Principal Frontage Streets, Engineering would not permit direct access from those two streets.

Mr. Way stated that to the south of the roundabout the character of Riverside Drive changes. There is significant connectivity from Bridge Park across Riverside Drive to the Riverside Park. Is there any provision for pedestrian access to the river on the south side of the roundabout, particularly to Kiwanis Park, where the Nature Conservancy Center is located? Is pedestrian access to the river not available from this site?

Ms. Rauch stated that the scope of the SR161 streetscape study is being identified, but it is intended to look only at the SR161 frontage. Pedestrian connectivity happens only at the roundabout.

Ms. Wawszkiewicz stated that there are pedestrian crossings at the roundabout on the east and north legs, but not on the south leg. There is a signalized crossing at Dale Drive, and the pedestrian access under the SR161 bridge adjacent to the one travel lane provides access to the river.

Mr. Way stated that this site, then, would not have any opportunities to access the river. How far will the study of the SR161 streetscape extend?

Ms. Wawszkiewicz responded that staff is determining the limits of that study; currently, it extends to SR161 between Riverside Drive and Sawmill Road.

Mr. Supelak inquired about current building height restrictions in the area extending south to Riverside Drive, inclusive of current buildings and the Shoppes of River Ridge parcel.

Mr. Hounshell responded that the Shoppes of River Ridge was included in the recent rezoning for this site, so it would fall within the purview of the Scioto River Neighborhood zoning. Any redevelopment there would be subject to the same requirements as this parcel. This site is the southern boundary of the Bridge Street District. The properties south of it are zoned Community Commercial height restrictions, which he believes is 35 feet; he can verify that for them later. The tallest building permitted on this site is a corridor building with a maximum height of 6 stories. That height is not permitted south of the site.

Mr. Way inquired if there were any restrictions for extending a pedestrian bridge across SR161.

Mr. Hounshell responded that a pedestrian bridge is not a facility considered in the Bridge Street District. It would require a discussion with Planning, Engineering and the Transportation and Mobility staff, as the City has no current standards applicable to that type of facility. If proposed, it would require approval of the Commission and City Council.

Mr. Way inquired if there were highway or state regulations that would be prohibit that consideration.

Mr. Hounshell responded that he would look into that and report back to the Commission.

Ms. Call inquired if there have been any preliminary staff discussion concerning safety considerations for pedestrian crossings at this intersection.

Ms. Rauch responded that the SR161 streetscape study is looking at improving the pedestrian crossing safety within this corridor.

### **Applicant Presentation**

Russell Hunter, Crawford Hoying, 6640 Riverside Drive, Dublin, OH stated that he has been with Crawford Hoying since the beginning of Bridge Park. This is a unique partnership. The hotel is a Cameron Mitchell hotel, the first of its kind. They have been interested in an opportunity to do something like this with them for quite some time. They have looked at a variety of sites, which have not worked; then, they realized that they had this site in hand for which there were no current plans, due to the site access difficulties related to the intersections at Riverside and at Dale and



SR161. Earlier this year, they reached out to American Structure Points, the engineers who constructed the roundabout, regarding providing vehicular access to the site. Their response was that the roundabout could not be engineered in such a way that it would be safe. They were also asked about the feasibility of a pedestrian bridge, due to the grade issues. They studied the possible extension of a pedestrian bridge from the west side of the existing Wendy's restaurant to the other side of the street, landing east of the office building at the one-way extension of Mooney Street. That would no longer be vehicular, but would become the ramp up to a potential pedestrian bridge, providing a north-south connection between Bridge Park and River Ridge. They have conducted a drone study comparing the potential height impact on nearby residential communities. They believe the height of the building would not have an impact, but will be conducting a second follow-up drone study, using additional information that is now available regarding the proposed development.

Chris Meyers, architect, Meyers & Associates, 232 N. Third Street, Columbus, OH stated that at this point, they are thinking about site planning, uses, programs and budgets; they have not yet designed the architecture. The Commission's input on the proposed uses, massing and pedestrian connectivity will help shape the project. It is a mixed-use development, including a hotel tower, a condominium tower, a shared concourse space with restaurants and a parking structure beneath, and an events space. The hotel will be a Cameron Mitchell brand hotel. That brand development is underway right now. [Mr. Meyers provided information on brand hotels.] This will be a premier hotel, not only for Dublin and central Ohio, but also in this part of the country. When a hotel project such as this is married with a condominium development, the condominium owners have hospitality services from the hotel. The condominium segment will provide 21-24 units in the building, approximately 2,800-6,000 square feet. There is a wide range of custom-design condominiums. In the proposed position, it will have independent parking, a shared lobby space and a concierge-level entry for the condominium portion of the building, as well. There will also be an event space which will encompass approximately 16,000 square feet, including supportive spaces, banquet kitchen, back of house storage, and an 8,000-square foot event space. This space will work in concert with The Exchange, also in Bridge Park and managed by the Cameron Mitchell organization. There will be approximately 3 restaurants, including one signature restaurant, comparable to Cameron's Ocean Prime, a more casual restaurant, and a cocktail lounge. To support all of the area, a parking strategy has been developed, which will place all of the parking for this building underground. From the shopping center to Riverside Drive is a 31-foot grade change. In that grade change, they will be able to embed all of the parking and service points, creating a podium on which the hotel and condominiums will sit. Approximately 350 parking spaces will be provided, including private parking garages for the condominium owners, space for valet service for the events and restaurants. The service court for deliveries and trash pickup will be placed beneath the event center. The hotel will include an amenity function, such as a high-end spa and rooftop pool. For this type of site, it is necessary to partner with the best, so their team includes EMH&T and MKSK. Their expertise and thorough knowledge of many items, such as road engineering, stormwater and landscaping requirements within this immediate area will be invaluable in creating an extension of a very successful part of the City.

He presented a massing model of the project. The massing of the building is in context with the surrounding relevant items that guide the position, size, height and scale of the building forms on the site. The proposed event space will be located on the southernmost portion of the site. The height of the existing Montgomery Inn structure on the site, which will be eliminated, is 48 feet. It sits on top of a hill that is 31 feet above Riverside Drive, for a combined height of 79 feet above Riverside Drive. The base-line height referenced for all the proposed structures is Riverside Drive. In comparison to the combined height of 79 feet for the Montgomery Inn, the height of the proposed

event space is 50 feet above Riverside Drive, almost 30 feet lower than the Montgomery Inn. The bar and amenity space located on the 7<sup>th</sup> level of the hotel tower will be 100 feet above Riverside Drive. The condominium tower is 132-135 feet above Riverside Drive. For reference, the AC Hotel across the street, the tallest building in Bridge Park, is 120 feet above Riverside Drive. The zoning for this site permits only 6 stories, so a height waiver would be needed to permit that 7<sup>th</sup> level on the hotel. The condominium tower has been separated from the hotel tower with a slot between, from which the view of the area can be seen. They have attempted to provide great views and vistas. The restaurant will be a 2-story space. From the entrance on the mezzanine level, customers will be able to look down into the dining room. Vehicles would access the site from West Dublin-Granville Road via a boulevard entry at the existing Dale Drive curbcut, passing first the condominium entrance, then the hotel-restaurant entrance, and further down, the drop-off entrance of the events space. Most of the parking will be valet. The garage will be comprised of three levels. The 20-24 condominium property owners will have direct access to their own parking area within the garage. The access and service points to all of the shops inside the existing Center will continue to have the same route as exists today, though it may be enhanced. A pedestrian bridge over West Dublin-Granville is anticipated and an enhanced streetscape with multiple sidewalk connections to the site. A winding, ADA-compliant pedestrian path is included on the site. He is available to answer questions.

### **Commission Questions**

Mr. Chinnock inquired about the vision for the terraces and for screening the parking along the lower level along Riverside Drive.

Mr. Meyers responded that he would respond first to the terrace question. There are different levels that come off the hotel lobby and at the signature restaurant, at mid-level and below. For anyone unfamiliar with navigating the roundabout, it can be dangerous, and they do not want to add to that by placing a distraction at street level. Additionally, the view for the dining experience and from the hotel lobby is at a better vantage point – a view over the cars to the park and the river. In recent years, it has been discovered that hotel and restaurant customers want to have great hospitality, service and the option to be outside. The Cameron Mitchell team develops indoor-outdoor spaces with their restaurants. In regard to the second question, the Riverside Drive elevation will be very important. They are attempting to create a landscape that will embed all of the parking, so that none of the parking is visible. They will use tiers and paths in a designed landscape that serves as a screen for the garage.

Mr. Chinnock inquired if their study of the prospective vehicle navigation onsite included a study of turning radiuses.

Mr. Meyers responded that they are starting that study. EMH&T has looked at the winding curves and will be conducting a traffic study of uses and counts in a larger context.

Mr. Chinnock inquired if the main corridor of the Shoppes of River Ridge would need to be widened.

Mr. Meyers responded that there is a current drive that will experience some adaptations, but there will also be a new, wider drive.

Ms. Harter stated that there will be some shared uses with the condominium residents. What are the associated safety measures that will be in place for the hotel patrons and condominium residents?

Mr. Meyers responded that a Marriott autograph series has the same safety measures in place as the Marriott Ritz Hotels & Residences. The front desk will be positioned in a manner to be able to control access points to the vertical circulation – elevators and stairs. In addition to key cards and building security, there is a concierge desk for the condominium building. The condominium parking



level has a direct elevator to that tower. The shared amenities is a nice, marketable component for the condominiums. Those property owners will have access to the spa, aquatic and fitness area and likely an enhanced opportunity for the restaurants and cocktail lounge.

Mr. Way inquired about the anticipated plans for the Montgomery Inn site.

Mr. Meyers responded that the Montgomery Inn has sat empty for a number of years; they have been unable to lease it for a number of reasons. The structure will be demolished. They want to do something complementary to the new development. It is likely to be a 4-5-story residential project. The intent is that it all be built at the same time; so they could return with another Informal Review request, or they might have something at the Concept Plan stage.

Mr. Way stated that there is a very quirky connection from Riverside Drive up to the Shoppes of River Ridge site, which does not exist in the proposed plan. Is there any plan to create a pedestrian connection from the sidewalk and Riverside Drive up to the shops?

Mr. Hunter responded that there is, but they would like to make it extend to the north side of the site to where there appears to be opportunity for a small pedestrian park in the motor court area at the front.

Mr. Way stated that the residents to the south of the site on Riverside Drive have been using the current path connection, so will need to have a pedestrian path connection.

Mr. Meyers responded that they anticipate providing a pedestrian connection for those residents to the south that extends through this site, rather than around it.

Mr. Way inquired if the pedestrian bridge would be a bicycle connection, as well.

Mr. Hunter responded that Structure Point studied it as a multi-use connector. The bridge is a great idea, but it is only visionary at this point. Much more study would be needed, including the financial component. It may require financial partnership with the City. With the support of the City, they would like to wrap this into the multiuse path that extends to Martin Road, then picks up in front of Friendship Village. That would complete the connection.

Mr. Way stated that would be great, as presently, it is a missing connection.

Mr. Call stated that, as has been mentioned, the Riverside roundabout is challenging. Have they studied the possibility of locating a pedestrian tunnel further to the east, rather than an at-surface pedestrian crossing, that would add further distraction to roundabout traffic?

Mr. Hunter responded that it was not part of the study. The Structure Point study was very limited in scope. However, they would be amenable to that. A safe pedestrian path across SR161 is needed, but it does not need to be a bridge. There are too many lanes on that roadway, and there is nothing that can be accomplished on the surface level to provide a safe crossing; therefore, it is necessary to add the pedestrian connection over or under the roadway. It will need to be studied.

Mr. Schneier stated that because this is a gateway into the District, something visible is desired, but for driving safety within the roundabout, it cannot be too visible. He requested clarification of the view.

Mr. Meyers described the anticipated view of the development from the Riverside Drive roundabout. There will be a significant amount of collaboration between engineering and landscape design.

Mr. Schneier stated that a pedestrian walkway exists on the north side of the roundabout, but it is actually not very pedestrian-friendly. If a pedestrian walkway across the roundabout were to be added on the south side, at what level and access points?

Mr. Meyers stated that it would not be just a sidewalk. They need to create a strong pathway that ties into the existing network. It may involve adding steps or slopes. Their intent is to add the critical connections across the street to Bridge Park and to the park. The existing crosswalks on SR161, particularly those closest to the roundabout, are not very safe. For this reason, a pedestrian bridge or perhaps a tunnel needs to be studied. The developer of this proposed project is the developer of Bridge Park; they want a strong connection between the two sites. The pedestrian connections further east, west or north are safer, as drivers are not focusing on maneuvering the roundabout.

Mr. Supelak inquired if the underground parking garage would extend only beneath the building footprint.

Mr. Meyers responded that the porte cochere, motor court and the drop-off would be located on the lid of the garage.

Mr. Supelak inquired if the garage would extend to the parcel line.

Mr. Meyers responded affirmatively. The garage will accommodate 350 cars.

Mr. Supelak responded that this is a complicated site, and he appreciates what they are trying to mitigate with elements such as stepping the massing, terracing, strategic voids, etc.

Ms. Harter inquired about the drone study.

Mr. Hunters described the study, which used GPS. Half dozen people were present, including a few Martin Place residents. They have had two meetings with the area residents. After the drone height study, they are pretty confident that none of this development will be seen from the Martin Place residences. However, they will be conducting a second drone study, now that they have the benefit of proposed building heights.

Mr. Supelak stated that they have indicated the intent to add robust landscaping along Riverside Drive and the roundabout side, extending up to at least the first level of the terrace. However, there are no details regarding hardscape versus greenscape or hillside stepping.

Mr. Meyers responded that they have not been able to identify those details at this early stage.

## **Public Comments**

Ms. Rauch read the following public comments received via email into the record.

Dan Kendall, 6725 Hobbs Landing Drive E., Dublin:

"As a bicyclist, I appreciate the pedestrian bridge to Bridge Park. Please adopt a slope and width, which will accommodate all modes of non-vehicular transportation. Please integrate it into the existing public multi-use trail and sidewalks, north and south of E. Dublin-Granville Road. While the roundabout keeps vehicle traffic flowing, the roundabout is literally a safety barrier to non-vehicular traffic. While the height necessary for a better bridge seems challenging, the grade up to and east of Wendy's Restaurant and the Acura dealer could provide creative opportunities. Please expand this bridge from a hotel amenity to a neighborhood amenity. It will open up your property and the Shoppes at River Ridge to casual explorations by Bridge Park visitors."

Tony Kirchner, 3275 Lily Mar Ct., Dublin:

"As a nearby resident of the proposed site, I am certainly interested in seeing this vacant land be developed. I would like to be sure several important concerns are addressed. Starting with the positive, besides putting a vacant lot to great use, the addition of a pedestrian bridge crossing SR161 without navigating a roundabout is a terrific and necessary part of the project. I would assume it would be accessible to the public, not just residents and guests, and be bike, stroller and



wheelchair accessible and friendly. I also hope this will help to revitalize the surrounding Shoppes at River Ridge, specifically the Montgomery Inn site, which has been vacant for far too long. Some concerns I have will hopefully be considered and addressed: the height of the building, specifically the condo structure, I hope will not be so great as to loom over the neighborhoods to the south, such as Sunnysdale Estates. I am also concerned about the increased traffic making the intersection of Martin Road and Riverside Drive even more problematic than it currently is. I would hope that the City Code would require that the retention pond that would need to be removed is studied, and no issues would be caused as a result. I am also curious about the demand for hotels in this area, with several already operating in the area, and another planned on the north side of Bridge Park, the Indus project. I am curious if the demand for hotels and event space in this area justifies this."

Additional comment by Mr. Kirchner:

"In my previous comment, I had missed the statement in the staff report that the bridge would not be connected to the existing pedestrian network. To me, that is a complete non-starter. This type of gatekeeping accomplishes the opposite of making the district a walkable and pedestrian-friendly environment, which is supposed to be one of the district's primary objectives. I hope this project can move forward and include a pedestrian bridge or tunnel that is accessible to all. It would be a shame to include one that only serves this specific development."

Hilary Kirchner, 6400 Braxmoor Place, Dublin:

"My family lives around the corner from the proposed condo and hotel complex, and we regularly use the roads, walkways and adjoining commercial areas. We really like the idea of a pedestrian bridge over Dublin-Granville Road and hope that pedestrian bridges are added across SR161 and Riverside Drive, regardless of what happens with this case. We also are not opposed to how the site will be used, but are surprised that there is a need for another hotel. However, we are a bit concerned about the height of the proposed buildings, the environmental impact and the volume of traffic it will add to the area, especially around rush hour. What can be done to the plans to ensure the following?

1. That any increase in traffic will be mitigated on all surrounding roads. It is nearly impossible for our neighborhood to turn left onto Riverside Drive from Martin Road, as it is. Additional traffic would force us to take much longer routes and add more traffic down Martin Road.
2. That the buildings are not taller than the existing buildings. Any more height in the area might cause it to lose its charm. We do not mind the expansion of Bridge Park, as long as the outer edges blend a bit better into the surrounding neighborhoods.
3. That the site has maximum greenspace and public use area. Additionally, please consider revising the plans to minimize the amount of reflective glass and light, so that it will be more bird and wildlife friendly. There is a ton of wildlife, from foxes to bald eagles, in this area, and would hate to see that be diminished."

Robert Smith, 6310 Riverside Drive, Dublin, provided significant comments, and included a series of photos and attachments. These email comments were forwarded earlier to Commission. The photos included showed examples of traffic backups from the roundabout, which occur in front of his property. Mr. Smith expressed concerns about his driveway access in relation to the proposed development.

Public comments provided in-person:

Karen Edwards-Smith, Attorney, 6310 Riverside Drive, Dublin stated that she speaks on behalf of the Riverpark Group, the property just south of the Shoppes of River Ridge property. They are

concerned about the traffic, roundabout and provision of access only through Dale Drive, one lane each way. That will have the effect of blocking up southbound traffic on Riverside Drive. In turn, it will block the entrance to their condominium development. They believe there must be an additional access on SR161, not just Dale Drive.

Gayle Griffith, 6465 Martin Place, Dublin stated that she shares many of the concerns that have been expressed this evening. She is happy that the applicant intends to conduct a second drone study, once the deciduous trees have lost their leaves. Her remaining concerns are noise and light pollution, due to the proximity of her property to the target site.

Scott Haring, 3280 Lily Mar Court, Dublin stated that he is frustrated with the process. He attended a March Council meeting earlier this year, at which City Council indicated receipt of a request to rezone this property, although no proposal had been received for a particular project. Prior to March 2022, the zoning permitted structures up to 5 stories. When Council approved the rezoning, the audience was assured that the new zoning would have more protections and review, and that 6 stories would not be that bad. While he likes the way this project would be built into the hill, to him, the critical point is that if the law says 6 stories is the maximum, then that needs to be adhered to. In the 25 years he has lived in Dublin, Planning & Zoning has been tenacious on a number of topics, including signage and cedar shakes. PZC has required applicants to follow the law. Only recently, an applicant submitted a 4-story apartment proposal for a parcel with a limitation of 3 stories, and PZC rejected that proposal. The proposal presented tonight is for 11 stories, a massive height! If the law limits the height here to 6 stories, that needs to be the primary goal.

Diane Cartolano, 3390 Martin Road, Dublin, stated that they have resided there, immediately adjacent to the Standley Law Group, for 23 years. That area has experienced extensive changes; the Riverside Drive roundabout is a risky area. While she used to sit and read on her front porch, the passing traffic volume had increased to the point that she can no longer do so. While she enjoys the amenities at Bridge Park, the traffic including speeds in this area is horrendous. She noted that they were not made aware of the previous meetings that have been referenced and would appreciate being included in future notifications. Even if the line of sight issue were addressed, the noise and construction process for the proposed development would be overwhelming. Currently, they hear the noise from Bridge Park events in their backyard, and it is very difficult to turn south from Martin Road to Riverside Drive. She is unclear as to the purpose of these meetings. Is this development actually a foregone conclusion? There has been a press release about the project, and there are already survey stakes on the property. Is speaking at these meeting "all for nothing?" Does the Commission actually give consideration to those who live here?

Tony Crooks, 3330 Kendelmarie Way, Dublin, stated that he has not seen or heard of a traffic study that would assess the impacts of the proposed development. He is concerned about the appearance of the area during and after construction. We have already seen that when the roundabout is in need of repairs, traffic is re-routed onto Martin Road, which is essentially a nightmare. He would hate to see that occur with the proposed construction. Due to a visibility issue, it is very difficult to navigate the roundabout at certain times of the day. There should be adequate visibility on all approaches to that roundabout. He would like to see a study related to visibility from the roundabout. He has enjoyed walking in this area, and he would hate to see this area used for any other purpose than as a beautiful greenspace. He would encourage park benches, rose gardens and elements that the residents in the neighborhood could enjoy be included in the proposed plan.



Ms. Call noted that although announcements can be made about intent to build a project, it does not make it so. Tonight's discussion is an Informal Review. Although the rezoning of the property has already occurred, any deviations from what is permitted by the zoning would require requests for waivers to be presented for Commission approval. If it proceeds, the next step would be the Concept Plan, at which the public is also encouraged to provide their comments. The public's involvement helps the Commission to make better decisions.

### **Commission Discussion**

Ms. Call requested Commission members to comment on the three questions provided by staff to guide the discussion.

- 1) Is the Commission supportive of the proposed uses and general site layout of the development?
- 2) Is the Commission supportive of the proposed massing of the mixed-use building?
- 3) Is the Commission supportive of the proposed vehicular and pedestrian access for the site?

Mr. Chinnock thanked the public for sharing their comments. Commission members do take their comments into account. In regard to question #1, he is generally supportive of the proposed use and general site layout. In regard to question #3, there are concerns about pedestrian safety and access. A pedestrian bridge over SR161 that is available for the public, not just the residents or hotel guests, is very important. The overall access for the site, including vehicular access, will need more work and detail. Overall, he is supportive of the proposed project.

Ms. Harter thanked the applicants for the nice presentation. She would recommend the applicant continue to obtain and consider any input from the residents of the surrounding community, who are able to offer valuable guidance on the importance of the pedestrian connections and amenities and any safety issues. She is concerned about the impact of the proposed mass along Riverside Drive and that this development essentially would be an "island." She is also concerned about the limited ability of Martin Road traffic to turn right on Riverside Drive. It is difficult, as well, for Riverside Drive traffic to turn left onto Martin Road. Additionally, this project will need a significant amount of signage. Landscaping will be a real opportunity here. The pedestrian connection from Bridge Park to this site will be important; pedestrian tunnels might be a possibility.

Mr. Way thanked the applicant for their report and the community members for their comments and insight. He is supportive of the use and layout. What is nice about the layout is that it will become an extension of Bridge Park and finish the riverside edge. The transition of massing from north to south will start to step down here. This is a complicated site in terms of the elevations. The proposed massing will make a statement on the corner, and will begin to relate to the buildings on the north side of SR 161. He appreciates the way the buildings are being used to frame the corner. The one component of the massing that is a concern is the seam between the hotel and the events center. There seems to be an opportunity to create another seam in the massing between the hotel block and the events center to break up that massing. He likes the break on the corner and the view of the bridge. His primary concern is the edge of Riverside Drive and how pedestrians are connected to the north with a contiguous walkway. The area south of the roundabout will be different experience, as it is not possible to alter the character of the approach to the roundabout. The pedestrian connectivity along Riverside Drive is important. He also would like to define some connection across Riverside Drive to the river and Kiwanis Park, as that is presently a missing link. The connection to the Shoppes must not be eliminated, but it can be handled in different ways.

Mr. Supelak thanked the applicant presenters and the residents for their input. There is a wealth of positives in the proposed project. This is a complicated site with many complicated issues. He, too, is concerned about the development being an island as it currently does not mesh well with the surrounding fabric. It would have a cruise ship quality, as it would be difficult to leave the building. How do pedestrians cross SR161 – with a bridge or a tunnel -- and how do they get across Riverside Drive in a meaningful way? Those connections will be extremely important for this site and everything around it. Those will be essential to make this site succeed and not be a solitary “cruise ship.” Presently, there is no connection that would encourage people to walk back and forth to the shops in the area. Because of that, he is concerned that the site cannot be as successful as desired. He is concerned about the massing; the footprint on the site is overbuilt. He is hopeful the Montgomery Inn site can be considered more holistically, looking at the opportunity to relax the site.

Mr. Schneier stated that his fellow Commissioners have provided meaningful input. He believes this is an exciting project, which could be a great addition to Bridge Park and the City, due to the type of issues it could address. Access across Riverside Drive and to the park and the pedestrian crosswalks on the roundabouts will be exacerbated by this project. He is concerned about the monolithic, drawbridge image to the pedestrians; how do they access the Emerald City on the hill from Riverside Drive? He would rather see a bridge or another tunnel under Riverside Drive than across SR161, because of the degree of isolation.

Mr. Supelak stated that a number of residents expressed concerns about traffic. This review is early in the process, but part of that process includes a traffic impact study coordinated by the City Engineering Department. A concern was also expressed about water management when the pond is vacated; that, too, will be addressed per the standard review process.

Ms. Call stated that she also is supportive of the use. She likes the capitalization of the view corridor. She is cautiously optimistic that the massing concerns can be addressed sufficiently. However, the safety, vehicular and other issues are a concern. She would include the applicant's modeling to incorporate a 360-degree view of the elevation changes. At this point in time, her reaction is that an 11-story building is not going to happen here; however, opportunity to view the elevations could influence that consideration. The impact of the construction is also a concern, especially when it involves such a contentious intersection. The process must be handled sensitively and as minimally impactful as possible. She would encourage the applicant to expand the community engagement with as many of the residents within the area as possible. Ms. Call inquired if the applicant needed any additional input on the case.

Mr. Hunter indicated they needed no additional input. He was very happy to hear that Commissioners believe that a connection north across SR161 is as important as they thought it was. He thanked Commissioners for their input.

Mr. Myers stated that the Commission has provided valuable input, which will make the project even better. He is very confident that they will be able to satisfy all the residents' concerns.

Ms. Call stated that everyone looks forward to welcoming a Cameron Mitchell business to the City of Dublin. There are more steps involved in the review process, but if the issues can be addressed, the result will be an excellent project.



RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

GOVERNMENT FORMS & SUPPLIES 844-224-3338 FORM NO. 10148

Held March 21, 2022 20

CALL TO ORDER

Mayor Fox called the Monday, March 21, 2022 Regular Meeting of Dublin City Council to order at 7:00 p.m.

ROLL CALL

Present were Ms. Alutto, Ms. Amorose Groomes, Vice Mayor De Rosa, Mayor Fox, Mr. Keeler, Ms. Kramb and Mr. Reiner.

Staff members present were Mr. McDaniel, Mr. Boggs, Ms. O'Callaghan, Mr. Ranc, Mr. Krawetzki, Mr. Earman, Mr. Stiffler, Mr. Rogers, Ms. Willis, Ms. Wawszkiewicz, Ms. LeRoy, Mr. Dearth, Ms. Goliver, Ms. Blake, Mr. Hammersmith, Ms. Rauch, Ms. Weisenauer, and Chief Paez.

Also present: Mr. and Mrs. Hidaka, 2022 Grand Leperchauns

PLEDGE OF ALLEGIANCE

Mayor Fox invited Mr. Reiner to lead the Pledge of Allegiance.

SPECIAL PRESENTATIONS

- Grand Leprechaun Recognition

Mayor Fox recognized Mr. and Mrs. Hidaka as the 2022 Grand Leprechauns. She stated that the Grand Leprechaun selection is one of many Dublin St. Patrick's Day Celebration traditions. This honor recognizes an individual, or couple, who has made significant contributions to the Dublin Community. Hidaka USA was established in Dublin in 1989. Mr. Hidaka serves on the board of the Japan-America Society of Central Ohio (JASCO), the Dublin Chamber Board of Directors and the Dublin Methodist Foundation Board. Mrs. Hidaka has served on the Dublin Arts Council Board and is a member of Sayu, which is an organization of volunteers who demonstrate traditional Japanese tea ceremonies to local schools and universities. The Hidakas were instrumental in fundraising for the new Dublin branch of the Columbus Metropolitan Library in 2019. We appreciate how they share their Japanese culture with us. Each year Hidaka USA and Mr. and Mrs. Hidaka host a hanami, which is a cherry blossom viewing party. In Japanese tradition, it represents rebirth and new beginnings. On behalf of City Council and the City of Dublin, she thanked Mr. and Mrs. Hidaka for their years of service and dedication to the Dublin community.

CITIZEN COMMENTS

There were no comments.

CONSENT AGENDA

There was no request to remove any of the consent agenda items.

- February 24, 2022 Special Meeting Minutes
- March 2, 2022 Special Meeting Minutes
- March 7, 2022 Regular Meeting Minutes
- March 8, 2022 Special Meeting Minutes

Mayor Fox moved to approve the consent agenda items.  
Ms. Alutto seconded.

Vote on the motion: Mr. Keeler, yes; Mr. Reiner, yes; Ms. Alutto, yes; Ms. Kramb, yes  
Mayor Fox, yes; Vice Mayor De Rosa, yes; Ms. Amorose Groomes, yes.

SECOND READING/PUBLIC HEARING – ORDINANCES

Ordinance 02-22

**Rezoning the Shoppes at River Ridge including two parcels (PIDs 273-008269 and 273-012909) from BSD-C, Bridge Street District - Commercial District, to BSD-SRN, Bridge Street District - Scioto River Neighborhood District; and Zoning one parcel (PID 273-012910), formerly right-of-way,**



RECORD OF PROCEEDINGS

Dublin City Council

Minutes of

Meeting

GOVERNMENT FORMS & SUPPLIES 844-224-3338 FORM NO. 10148

March 21, 2022

Page 2 of 12

Held \_\_\_\_\_ 20 \_\_\_\_\_

**BSD-SRN, Bridge Street District - Scioto River Neighborhood District, totaling 14.02 acres located southeast of the Riverside Drive and S.R. 161 roundabout (Case 21-189Z)**

Ms. Rauch stated that this is the second reading of this Ordinance. Ms. Rauch stated that there were a number of questions from first reading that were addressed in the packet materials. She highlighted some of those items that were addressed, such as:

- BSD-C intent versus BSD-SRN intent: Properties zoned BSD-C are intended to be rezoned to mixed-use districts;
- Neighborhood District designation: Requires elevated design standards for open space, streetscape, placemaking, gateways, shopping corridors, and signs; and minimizes opportunity for auto-oriented uses and prioritizes vibrant, walkable mixed-use neighborhoods.
- Building types: Ms. Rauch illustrated the difference in permitted building types and development standards between BSD-C and BSD-SRN; and
- Review Process: All properties zoned BSD are subject to a three-step development review process with Planning and Zoning Commission and/or City Council.

Planning and Zoning Commission recommended approval to City Council on January 20, 2022.

Staff recommended approval. Ms. Rauch stated that on behalf of the applicant, Russ Hunter, Crawford Hoying, was present and available to answer any questions.

Public comment was received and read by Ms. Weisenauer as follows:

Robin Galieti, 6449 Martin Place, wrote:

*I live on the cul de sac directly behind where this proposed building is to go (Martin Place off of Martin Road). As I am for the development of this property, I am totally opposed to a 5 or 6 story building being planned for this area. As I am hopeful that the design of the building will be beautiful, I am concerned about there being the possibility of the residents being able to view this tall of a structure, from our street. This, may in turn, cause our property values to go down. Thank you for your consideration.*

Public comment was also given by:

Thomas Kromer, 6450 Martin Place, stated that he has lived at this address for 29 years and enjoys being a part of the Dublin community. He recalled attending some of the public meetings at Wendy's about the build-out of Bridge Street. He stated there is a character to their neighborhood and he would not want his neighborhood impacted. The neighborhood is a single family residential area. He is not in favor of anything approaching 5-6 stories in the area. There is no connector from these neighborhoods along Riverside Drive to downtown.

Gayle Griffith, 6465 Martin Place, read comments that she had submitted. She had written:

*For 37 years, I have lived just south of the subject property, with some (mostly vacant) office buildings between the subject property and my home. I look out my window for much of the day, while I'm preparing meals and while in my family room, which has sliding glass doors for a north wall to enable me to enjoy the beauty of the outdoors. As I look out those doors now, it breaks my heart to think of having a five or six story building just a short distance from my property line. The folks inhabiting floors two or three and above will be able to look onto my swimming pool and into my house. I can hardly imagine that a tall building will do anything but cause me great distress and devalue my property. I hope the Council will agree that it isn't right to enable the building of such a tall building right next to a Dublin neighborhood.*

Scott Haring, 3280 Lilly Mar Court, stated that he has been in Dublin for 25 years and has been involved in the traffic calming process in his neighborhood. It is all single-



RECORD OF PROCEEDINGS  
Dublin City Council

Minutes of

Meeting

GOVERNMENT FORMS & SUPPLIES 844-224-3338 FORM NO. 10148

March 21, 2022

Page 3 of 12

Held \_\_\_\_\_ 20 \_\_\_\_\_

family homes. His biggest concern is building height that is allowed. He would like any project to be limited in its scope and height.

Russell Hunter, Craword Hoying, 6640 Riverside Drive, stated that what they are currently focused on is up against Riverside Drive. It is a complicated site with two parcels. Access is another complicated factor. He stated it will be expensive to figure out these challenges before they can bring a project forward. As they do have a project in mind, he stated that they are committed to meeting with the residents in the area.

Dana Kromer, 6450 Martin Place, read comments that she had submitted. She had written:

*Hello, my family has lived on Martin Place since 1993. There have obviously been many changes to Dublin in those 28+ years. Most of the changes have been positive. I am concerned about the request for rezoning of the property described in Ordinance 02-22 and in particular the request for consideration of a six-story structure. I doubt that a six-story structure located at the Riverside Dr/161 roundabout would have much impact on my neighborhood, but a six-story structure located within the area of the Shoppes at River Ridge would have a very negative impact. Without an actual project plan in place, it is hard to discuss this fully, but such a tall structure located within any area of the shops would likely be seen from Martin Place and Lilly Mar Court. I feel that a looming building would certainly hurt our property values and quality of life. Lower residential building within the Shoppes at River Ridge could offer a better transition between the Bridge Park area and the residential areas off of Martin Road. I look to Dublin City Council to balance the needs/requests of business with the needs of the residents who live in and support our community. The developer of this project needs to provide a detailed plan for the sites involved so that local residents and City Council can better understand what is being proposed.*

Mr. Keeler asked about the difference in elevation between the old Wendy's site and the former Montgomery Inn site. Ms. Rauch stated that the grade at Riverside is about 20+ feet lower than the grade at the former Montgomery Inn site.

Mr. Keeler asked how many feet are considered one story. Ms. Amorose Groomes stated it is on average 12 feet.

In response to Mr. Reiner's question, Ms. Rauch stated that the Shoppes at River Ridge and the homes just to the south are at about the same grade.

Ms. Kramb stated that if a new street grid is laid out and a new east/west street is created, then buildings could be built looking down at the homes. She stated that it would be better to wait until a project comes forward to provide the residents some reassurance.

Vice Mayor De Rosa asked for the definition of a Corridor Building. Ms. Rauch stated that a corridor building is one of the building types and is meant as a multi-story building and then there are a number of requirements in the Code regarding uses, occupancy, etc.

Vice Mayor De Rosa asked if a hotel would be a corridor building. Ms. Rauch stated that it could be. She added that it really comes down to the building design.

Vice Mayor De Rosa asked for the definition of a podium apartment. Ms. Rauch stated that a podium apartment is a building type where there is parking located under the building.

Ms. Amorose Groomes asked if it was intended for the street grid network to allow Stoneridge Lane to come through this site. Ms. Rauch stated that it does intend for additional street connections. Ms. Amorose Groomes stated that she is aware that it is allowable to bring forward a rezoning without a project. She stated that this is sensitive and would want it to be clear to the applicant that even though it says "up to," it is not likely to happen due to the residences to the south.

Ms. Alutto stated that the challenge for her is hearing about a concept at a Finance Committee and then hearing that there is no project feels disingenuous. She agrees



RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

GOVERNMENT FORMS & SUPPLIES 844-224-3338 FORM NO. 10148

March 21, 2022

Page 4 of 12

Held \_\_\_\_\_ 20 \_\_\_\_\_

that this is sensitive and encouraged the applicant to continue to work with the residents.

Mr. Reiner stated that he would assume that the applicant would need to do a feasibility study to see what is even possible on this site. He agreed that the height and density is important when adjacent to residential.

Ms. Kramb stated that she is supportive of redevelopment, but she would rather see the rezoning and a concept plan come together.

Vice Mayor De Rosa stated that four or five stories are already in the Code. This change would allow for some mixed use that the area wants. The height is a very important conversation that would happen no matter what. The rezoning sets conditions to match the spirit of what we want there.

Mr. Reiner reiterated the importance of connectivity also.

Mayor Fox stated that extending Stoneridge Lane could be concerning. If the intention is to bring vitality, but to protect the back side of the property, then she could be supportive. She does not want to see any opening for large buildings along the south side. She stated that there is absolute sensitivity to building height on the south side.

Vote on the Ordinance: Ms. Kramb, no; Mr. Reiner, yes; Mr. Keeler, yes; Ms. Amorose Groomes, yes; Vice Mayor De Rosa, yes; Mayor Fox, yes; Ms. Alutto, yes.

**Ordinance 04-22**  
**Amending the Annual Appropriations Ordinance for the Fiscal Year Ending December 31, 2022**

Mr. Stiffler stated that there are no changes to this Ordinance from the first reading. Staff recommended approval.

There were no public comments.

Vote on the Ordinance: Ms. Alutto, yes; Mayor Fox, yes; Mr. Keeler, yes; Mr. Reiner, yes; Ms. Kramb, yes; Ms. Amorose Groomes, yes; Vice Mayor De Rosa, yes.

**Ordinance 05-22**  
**Providing for the Issuance and Sale of Bonds in the Maximum Aggregate Principal Amount of \$3,460,000 for the Purpose of Paying the Costs of Improving the Municipal Sanitary Sewer System by Extending Certain Sewer Lines, Repairing and Lining Certain Existing Sewer Lines, Reducing Inflow and Infiltration, and Installing New Sewer Lines, New Force Mains, a Lift Station and a Pump Station, Together with all Incidental work and related Appurtenances Thereto**

Mr. Stiffler stated that there are no changes to this Ordinance from the first reading. Staff recommended approval.

There were no public comments.

Vote on the Ordinance: Vice Mayor De Rosa, yes; Ms. Amorose Groomes, yes; Ms. Kramb, yes; Mr. Reiner, yes; Mayor Fox, yes; Mr. Keeler, yes; Ms. Alutto, yes.

**Ordinance 06-22**  
**Providing for the Issuance and Sale of Bonds in the Maximum Aggregate Principal Amount of \$2,725,000 for the Purpose of Paying the Costs of Improving the Municipal Waterworks System by Upgrading the Existing Tartan West Booster Station, Adding a Water Quality Monitoring Unit to the Post Road Booster Station, Replacing Water Lines and Installing Water Line Extensions, Together with all Incidental work and related Appurtenances Thereto**

Ms. Kramb stated that she would be abstaining from the vote on this Ordinance due to the improvements being the area that affects her property.



RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

GOVERNMENT FORMS & SUPPLIES 844-224-3338 FORM NO. 10148

March 7, 2022

Page 3 of 9

Held \_\_\_\_\_ 20 \_\_\_\_\_

POSTPONED ITEM

Ordinance 02-22

**Rezoning the Shoppes at River Ridge including two parcels (PIDs 273-008269 and 273-012909) from BSD-C, Bridge Street District - Commercial District, to BSD-SRN, Bridge Street District - Scioto River Neighborhood District; and Zoning one parcel (PID 273-012910), formerly right-of-way, BSD-SRN, Bridge Street District - Scioto River Neighborhood District, totaling 14.02 acres located southeast of the Riverside Drive and S.R. 161 roundabout (Case 21-189Z)**

Ms. Alutto introduced the Ordinance.

Ms. Rauch stated that Ordinance 02-22 is a request for review and approval of a standard district rezoning of three parcels within the Bridge Street District in accordance with the recommendations of the Community Plan. This Rezoning is not being requested in conjunction with a development project. In April 2012, Ordinance 08-12 rezoned 388 parcels, including the subject parcels, establishing the Bridge Street District (BSD), with 10 different zoning districts. The Shoppes at River Ridge were rezoned to BSD-Commercial. In 2014, the City initiated the opportunity to create a BSD-Scioto River Neighborhood Zoning District (Ordinance 76-14). In January, the Planning and Zoning Commission reviewed the request to rezone these parcels from BSD-Commercial to BSD-Scioto River Neighborhood and recommended approval of this rezoning (Ordinance 02-22) to City Council. This rezoning is consistent with the Community Plan.

The BSD-Commercial zoning intent is to allow for the continuation of pre-existing uses while providing for rezoning as uses are discontinued. The uses are residential, office, retail and restaurant uses. The building types are mixed-use, commercial center, large format commercial and parking structure. It allows for a building height of up to five stories. The proposed rezoning would allow opportunity for a well-planned neighborhood with a balanced mix of land uses. The uses would still be residential, office retail and restaurant uses but geared more toward townhomes, live-work dwellings, hospital, park & ride, conference center, etc. The building types would allow for additional building types. The building height would be up to six stories. Regarding the Community Plan, this rezoning would fit the future land use – mixed use urban core standard in the plan. Staff has reviewed the criteria for the rezoning and the criteria is met. Staff recommended approval.

Scott Herring, 3280 Lily Mar Court, stated that this is the closest project to his residence since he has live in Dublin (20+ years). He is concerned that there is no project associated with this rezoning. He stated that the project should be examined to ensure that it is appropriate for the area. If there is no project to consider; that is concerning to him. He asked Council to proceed with caution. It seems strange. He is concerned about a project up to six stories.

Ms. Kramb clarified some of the specifics of the current zoning versus the proposed zoning for Mr. Herring. This proposed rezoning would allow a six-story building. She expressed her concern about the residents on Martin Place and Lily Mar Court not receiving notification of the rezoning when it is in such close proximity to their homes. She also expressed concern regarding the elevation of this site and what a six-story building would look like with that elevation. She is against allowing six stories in this area. It is not appropriate for this area. It should be more of a transition. Ms. Groomes stated that it is a challenge to do a rezoning without considering a potential project. There may be areas on this parcel where six stories are appropriate, and there are some areas on this parcel where it is not appropriate. She suggested that it is important to maintain a very clear record for the individual/entity that is requesting the rezoning of what the expectations are. All the areas are not treated equal. She agreed with Ms. Kramb that there are many places on this parcel where six stories is not appropriate. Ms. Rauch stated that the applicant, Don Brogan, Crawford Hoying, is present. She also stated that notice was provided to property owners within 300 feet of the



RECORD OF PROCEEDINGS  
Dublin City Council

Minutes of

Meeting

GOVERNMENT FORMS & SUPPLIES 844-224-3338 FORM NO. 10148

March 7, 2022

Page 4 of 9

Held \_\_\_\_\_ 20 \_\_\_\_\_

boundary of this site. She also clarified that the building height is the maximum that is permitted. It still depends on the development and would go through the development process. There will be many opportunities through the public review process for any project to be thoroughly vetted.

Vice Mayor De Rosa sought clarification regarding there being an applicant but no project to review. Ms. Rauch stated that Crawford Hoying made the request for the rezoning, so they are the applicant. Vice Mayor De Rosa asked about the definition of the building types: corridor and podium apartment. Ms. Rauch stated that she can provide additional detail at the second reading, but did note that within Bridge Street there are a variety of building types and depending on their location and the uses that will be located within there, a particular building type would be selected. She stated she would bring more detail back on those.

Vice Mayor De Rosa stated that mixed heights make sense, but there needs to be a mix and a balance with consideration of what it backs up to.

Ms. Alutto stated that saying these things out loud helps to ensure that the conversation is heard and known so when a project comes forward, we can reference the conversation and thoughts of Council.

Mayor Fox stated that within the Bridge Street Code there are protections when building adjacent to residential, does that apply here? Ms. Rauch stated that she would double check to confirm. The development pattern that the code outlines and the building types dictate how the site is developed. Mayor Fox stated that she appreciates the conversation to make sure we protect the residents.

Ms. Amorose Groomes stated that this area had the designated zoning district it had for preservation of the existing conditions to allow them to continue to operate and do minor modifications to their business and the second was that when a redevelopment came, they would have to apply for a rezoning so it would trigger a more robust community conversation due to the residential impact. The difficulty is doing a rezoning without the project. The intent was the rezoning and the project would come together.

Don Brogan, Crawford Hoying, stated that projects have been discussed, but there are other partners that they develop with, so this rezoning was an insurance to any investors that the rezoning could be secured. The goal is to bring the Bridge Park development to the other side of SR 161 and bring connectivity and pedestrian connectivity to this side of SR 161.

Ms. Amorose Groomes stated that she understood, but she wanted him to hear from Council that they need any development to be sensitive to the residential areas around it.

Mr. Brogan stated that he is very aware of the public process and is understanding of Council's concerns.

The second reading/public hearing of Ordinance 02-22 is scheduled for the March 21, 2022 meeting.

**INTRODUCTION/FIRST READING/PUBLIC HEARING – ORDINANCES**

**Ordinance 04-22**

**Amending the Annual Appropriations Ordinance for the Fiscal Year Ending December 31, 2022**

Ms. Alutto introduced the Ordinance.

Mr. Stiffler stated that the memo provided to Council in their meeting materials outlined the modifications in detail.

There were no public comments.

Vice Mayor De Rosa sought clarification on the "various projects" that were mentioned in Section 9. Mr. Stiffler stated that it is mainly two projects: the reappropriation of the Riverside Crossing Park (the 2021 phase) and the Columbus Metropolitan Library



RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

GOVERNMENT FORMS & SUPPLIES 844-224-3338 FORM NO. 10148

March 7, 2022

Page 5 of 9

Held \_\_\_\_\_ 20 \_\_\_\_\_

Parking Garage (lighting improvements). Vice Mayor De Rosa asked that those details be added to the information for second reading.

The second reading/public hearing of Ordinance 02-22 is scheduled for the March 21, 2022 meeting.

**Ordinance 05-22  
Providing for the Issuance and Sale of Bonds in the Maximum Aggregate Principal Amount of \$3,460,000 for the Purpose of Paying the Costs of Improving the Municipal Sanitary Sewer System by Extending Certain Sewer Lines, Repairing and Lining Certain Existing Sewer Lines, Reducing Inflow and Infiltration, and Installing New Sewer Lines, New Force Mains, a Lift Station and a Pump Station, Together with all Incidental work and related Appurtenances Thereto**

Ms. Alutto introduced the Ordinance.  
Mr. Stiffler provided an overview of the bond issuances as a whole and stated that the bond issue provides funding of up to \$14,735,000 for the projects in this and the subsequent Ordinances. He provided an illustration to show that the metrics meet policy requirements. He reviewed the timeline for these bond issuances. Ordinance 05-22, specifically will provide funding of up to \$3,460,000 and allow for sewer lining and repair, sanitary sewer extension for area 1B, and the Deer Run Force Main and Life Station. Repayment of this debt will be from Sewer Fund revenues and transfers. Staff recommended approval of this Ordinance at the second reading.

There were no public comments.  
Ms. Amorose Groomes asked when these projects would be going out for bid. Mr. Stiffler stated that he would provide that information for second reading.  
Ms. Amorose Groomes asked about the increase in the debt services payments in the year 2027. Mr. Stiffler stated that in 2026, earlier TIFs begin to roll off. The debt service doesn't necessarily change, but how the payment is supported may change.  
Ms. Amorose Groomes asked to be able to see the chart out to ten years. Mr. Stiffler will provide that information.

The second reading/public hearing of Ordinance 05-22 is scheduled for the March 21, 2022 meeting.

**Ordinance 06-22  
Providing for the Issuance and Sale of Bonds in the Maximum Aggregate Principal Amount of \$2,725,000 for the Purpose of Paying the Costs of Improving the Municipal Waterworks System by Upgrading the Existing Tartan West Booster Station, Adding a Water Quality Monitoring Unit to the Post Road Booster Station, Replacing Water Lines and Installing Water Line Extensions, Together with all Incidental work and related Appurtenances Thereto**

Ms. Alutto introduced the Ordinance.  
Mr. Stiffler stated that this Ordinance is very similar to the previous Ordinance heard this evening. This bond issue will provide funding for Tartan West and Post Road Booster Stations, Waterline replacements and water extensions to areas 8A, 4A and 4B. Repayment of this debt will be from Water Fund revenues and transfers. Staff recommended approval of this Ordinance at the second reading.

There were no public comments.  
Mayor Fox stated that it would be helpful to see where the water extension areas are. Mr. Stiffler will inquire about providing that information.

The second reading/public hearing of Ordinance 06-22 is scheduled for the March 21, 2022 meeting.



## RECORD OF ACTION

# Planning & Zoning Commission

Thursday, January 20, 2022 | 6:30 pm

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

3. Shoppes at River Ridge at PIDs: 273-008269, 273-012910 & 273-012909  
21-189Z Rezoning
- Proposal: Rezone three parcels from Bridge Street District, Commercial to Bridge Street District, Scioto River Neighborhood.
- Location: Southeast of the roundabout of Riverside Drive and W. Dublin-Granville Road.
- Request: Review and recommendation of approval to City Council for a Rezoning under the provisions of Zoning Code §153.232.
- Applicant: Don Brogan, Crawford Hoying Development Partners
- Planning Contact: Nichole M. Martin, AICP, Senior Planner
- Contact Information: 614.410.4635, nmartin@dublin.oh.us
- Case Information: www.dublinohiousa.gov/pzc/21-189

MOTION: Mr. Grimes moved, Mr. Supelak seconded, to recommend approval of the requested rezoning to City Council.

VOTE: 6 – 0.

RESULT: The Rezoning was recommended for approval and forwarded to City Council.

### RECORDED VOTES:

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

### STAFF CERTIFICATION

DocuSigned by:

*Nichole M. Martin*

294AB0C6363F490...  
Nichole M. Martin, AICP, Senior Planner



appropriate. My biggest issue with this are the two little office buildings. They have the wrong architecture entirely. Once the Mt. Carmel site is developed, they will be out of place."

#### **Commission Discussion continued:**

Mr. Supelak stated that he concurs with fellow Commissioners' comments. The applicant now has a very good plan. The proposed campus feels generous and rich. The mass has been sensitively broken up. He recognizes that has been difficult with all of the mature trees on the site, and applauds their efforts to weave the buildings and landscaping into the site. Initially, he would have anticipated more building heights along Sawmill Road, but the applicant has explained the efforts made to achieve the right balance between the building heights and the surface parking. He recognizes that they have done that. His only concern is the architecture, but additional work will occur on that component to ensure it works with everything, particularly the gateway architecture. He would caution them to remind mindful of the site circulation and the potential redevelopment of the corner parcel.

Ms. Call stated that this has been an iterative process, and the contributions of all who have participated have benefited the project. The Bright Road connection is obviously a concern, more so for the City than the applicant. That issue is being studied and the Commission is sensitive to that. She requested that staff reach out to Mr. Gleditsch. We are always looking for opportunities for community members to become involved and to improve our Code. If we can consider native species of trees and shrubs that would be more fitting for the area, in addition to providing more variety and beautification, not only this application, but other applications could benefit.

The applicant indicated that they have communicated with Mr. Gleditsch regarding his suggestions.

Ms. Call stated that she also is supportive of the revised Concept Plan. The focus on the view corridors, the articulation of the building fronts along those corridors, underground major parking and minor parking areas adjacent to the building are appreciated. It has helped in visualizing the development. The Commission must look at the whole area, not just the pocket of development; therefore, they would encourage the applicant to be mindful of the corner parcel in advancing the proposed development. The Commission anticipates the future discussion on the project and looks forward to welcoming this type of use to the community.

#### **NEW CASE**

##### **3. Shoppes at River Ridge at PIDs: 273-008269, 273-012910 & 273-012909, 21-189Z, Rezoning**

Ms. Call stated that this is a request to rezone three parcels from Bridge Street District, Commercial to Bridge Street District, Scioto River Neighborhood. The 14.02-acre site is located southeast of the roundabout of Riverside Drive and W. Dublin-Granville Road.

#### **Staff Presentation**

Ms. Martin stated that this is a request for a recommendation to City Council for a standard district rezoning. The site is located within the Bridge Street District. It is presently developed with a single-story shopping center with two undeveloped parcels located southeast of the roundabout of Riverside Drive and West Dublin-Granville Road. The applicant is requesting to rezone those parcels, which were zoned Bridge Street Corridor Commercial in 2012. In 2014, the developer worked with the City on the rezoning of a significant portion of that area to what is now Bridge Street District (BSD) Scioto River Neighborhood. That district was customized to facilitate high quality, mixed-use development. This proposal is a request to rezone two parcels and zone a remnant right-of-way parcel to BSD Scioto River Neighborhood District to be consistent with the zoning to the north. This request aligns with the



Community Plan. The entirety of the Bridge Street District Future Land Use is recommended as Mixed-Use Urban Core. [Proposed zoning map was displayed.]

Staff recommends that the Commission make a recommendation of approval to City Council.

### **Applicant Presentation**

Don Brogan, Crawford Hoying, 6640 Riverside Drive - Suite 500, Dublin, OH 43017 stated that the purpose of their request is to ensure that the zoning of this property aligns with that of Bridge Park. The future programming of this property will be similar to that in Bridge Park. The anticipated quality of that development would give investors confidence in investing in future projects. He noted that the City's updated Stormwater Code no longer requires the detention pond that is presently located below the Wendy's site, making that site available for new development.

Russ Hunter, 6640 Riverside Drive - Suite 500, Dublin, OH 43017 stated that he has no additional comments, but is available for questions.

### **Commission Questions**

Mr. Supelak requested clarification of the anticipated adjacencies and how the opportunity for additional building heights with the rezoning would impact those adjacencies.

Ms. Martin responded that the most beneficial component of the rezoning to BSD Scioto River Neighborhood is that the uses will be further restricted, and the height, quality and character of future development will be elevated. The intent of the existing BSD Commercial zoning was to preserve existing property owners' property rights. Many of the properties along W. Dublin Granville Road were zoned Community Commercial District, which the Wendy's Drive-Thru continues to retain. The Community Commercial zoning permits a gamut of uses, which BSD Commercial zoning preserved in a more limited manner. Those uses include auto vehicle sales, gas stations as a Conditional Use and car washes. Because this site is already part of the BSD, it currently is eligible to be redeveloped with BSD building types.

Mr. Fishman inquired if the request is to rezone the entire shopping center.

Ms. Martin responded affirmatively.

Mr. Fishman inquired if the rezoning would permit the same type of buildings as exist in Bridge Park.

Ms. Martin responded that is correct, as well as permit more compatible uses.

Mr. Fishman inquired if the rezoning would change the type of the buildings to potentially three-story buildings, similar to those in Bridge Park.

Ms. Martin responded that at this point, no development is proposed; the existing shopping center will be retained. The requested change to the zoning district would ensure higher quality development, should there be sufficient development pressure in the future to warrant development in this area. It would be advantageous to both the City and the property owner to have a more robust zoning district. The current Bridge District Commercial zoning is the least restrictive and creative, which would permit structures of lesser quality than those that have been developed to the north; the rezoning would encourage higher quality development.

Mr. Supelak stated that the existing zoning and the requested zoning would permit the same building heights. The rezoning would permit the current development on the site to remain, but any future redevelopment of the site would eliminate some of the existing uses and require higher quality standards.

Mr. Fishman inquired if the density would change.

Ms. Call responded that the site currently is eligible for greater density. Without any changes in the zoning, the site now could be redeveloped with a greater density. The rezoning, however, would require that any redevelopment meet higher quality standards.

Ms. Martin clarified that different zonings also permit different building types. The permitted mass, scale and siting of those building types would be more consistent with the Bridge Park development pattern.

### **Public Comments**

No public comments were received on the case.

Mr. Supelak stated that the West Dublin-Granville Road/Riverside Drive intersection is problematic. Any future redevelopment must be mindful of that factor, so that the potential vehicle conflict is not further increased.

Mr. Boggs stated that this type of rezoning request – from one BSD neighborhood type to another - is received infrequently. Typically, more development-specific detail is provided with those applications. If this site is rezoned, any future redevelopment will be required to submit a Concept Plan, Preliminary Development Plan and Final Development Plan for review. The requested rezoning would provide the developer and the City enhanced ability for creating higher-quality development on the site.

Ms. Call noted that the request is in alignment with the Community Plan.

Mr. Grimes moved, Mr. Supelak moved to recommend approval of the requested rezoning to City Council.

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

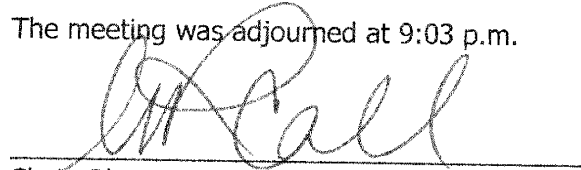
### **COMMUNICATIONS**


Ms. Rauch reported that:

- Per Council action at their January 10, 2022 meeting, Council Member Fox was elected Mayor and, consequently, will no longer serve as the Council liaison to PZC.
- The regular PZC meeting scheduled for Thursday, February 3, 2022 has been cancelled due to insufficient caseload for that agenda. The next Commission meeting is scheduled for Thursday, February 17, 2022.

Mr. Fishman shared that due to a schedule conflict, he would be unable to attend the February 3, 2022 meeting.

The meeting was adjourned at 9:03 p.m.

  
Chair, Planning and Zoning Commission

  
Assistant Clerk of Council