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SPECIAL MEETING MINUTES

PLANNING AND ZONING COMMISSION

Monday, October 18, 2021

Site Visit to Proposed Bright Road Senior Housing & Healthcare Residences (Case: 19-115CP)

MEETING ATTENDANCE

Commission Members Present: Warren Fishman, Jane Fox, Leo Grimes, and Mark Supelak
Staff Members Present: Christopher Will, Nichole Martin, Jennifer Rauch, and Brian Martin
Several members of the public were in attendance including; Ajmeri Hoque, Amy Kramb, Kyle Rush, Maureen Rush, Patricia McCoy, and Jenny DeVantier.

CALL TO ORDER

The meeting was called to order at 1:00 p.m. The site visit and meeting procedures were reviewed by Staff prior to the tour.

OVERVIEW

Site visit to the 22-acres portion of the proposed Bright Road Senior Housing development site, facilitated by Planning Staff, to observe the existing conditions; including the location, type, and health of existing trees, topography, and edge conditions along the site and vistas into the site from surrounding thoroughfares.

SITE VISIT

The group began the tour at 1:05 p.m. along Bright Road and walked north to view the interior of the site at the location of the proposed entry drive. Two vacant single-family homes located at 3876 and 3870 Bright Road, which would be demolished with the proposed development were identified by staff. The group paused at the location of the proposed main building with entry and drop-off to observe the distance between the proposed front of the main building and Bright Road. Commission members asked the height of the proposed main building. Staff responded the proposed height is three to four stories. Commission members also asked what and how tall the building located within sight on the opposite (north) side of the stream. Staff responded the building is Life Time Fitness and that the building is two-stories and approximately 38-feet in height.

The group traveled east toward Sawmill Road. Along Sawmill Road the group observed vehicular traffic on Sawmill Road and the character of exiting development on the east side of Sawmill Road within the City of Columbus. A landmark Oak tree was also identified by staff. The vacant single-family home at 7315 Sawmill Road that would be demolished with proposed

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development was also identified. Commission members asked how tall and how close would proposed development be to Sawmill Road. Staff responded the proposed height of the building fronting Sawmill Road is two to three stories in height and would be setback from the existing edge of pavement by approximately 115-feet.

The group traveled west along the Wright Run/Billingsley Ditch. Commission members asked if the stream was dry or had moving water. The group observed the stream to be approximately 3-feet in width, shallow and wet, with moving water. A member of the public asked if the stream had a protection zone around it. Staff responded that the protection zone for the stream defaults to the Federal Emergency Management Agency (FEMA) established floodway and that the floodway roughly corresponded to the riparian/wooded area along the stream.

The group crossed the Wright Run/Billingsley Ditch to the northern most portion of the site via the sidewalk along Emerald Parkway. The group noticed the mature stand of trees screening the interior of the site from the thoroughfare. On the northern most portion of the site the group observed the Life Time Fitness building and outdoor pool area. The group observed the existing trees and identified both living and dead trees. The group also observed the change in topography as the northern most portion of the site slopes south to the Wright Run/Billingsley Ditch.

At the intersection of the Emerald Parkway-Bright Road roundabout, the 18 acres parcel to the southwest of the roundabout, which is also part of the proposed developed was identified by staff. The parcel was not included as part of the site visit as the parcel is relatively flat and highly visible. Staff also identified three parcels northeast of the roundabout in a low area which are City owned. The applicant is proposing a stormwater management basin in this area as part of the Concept Plan.

From the roundabout the group traveled east along Bright Road. The Commission members asked about future pedestrian improvements along Bright Road between Sawmill Road and the Emerald Parkway roundabout. Staff shared that potential improvements have been identified as part of an ongoing Sawmill Road Corridor/Bright Road Study, additionally, with any new development the expectations of the City would be for pedestrian improvements to be provided. Staff noted that a traffic impact study is required to be performed by the applicant with any preliminary development plan application. Commission members also asked if there are any other development proposals in the area. Staff responded that in addition to the subject project a proposed Mount Carmel facility south of Bright Road and east of Emerald Parkway is also actively under review. The site tour ended at 2:10pm.





RECORD OF ACTION

Planning & Zoning Commission

Thursday, January 9, 2020 | 6:30 pm

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

3. Bright Road Senior Housing & Healthcare Residences 7315 & 7379 Sawmill Road; 3870, 3876, 3888, 3900, 3950, 3960, 4000, 4030, & 4052 Bright Road; PID: 273-012155 19-115CP **Concept Plan**

Proposal: Potential future development of ±22 acres for a variety of residential and healthcare uses geared toward the senior population.

Location: North of Bright Road, east of Emerald Parkway and west of Sawmill Road.

Request: Review of a Concept Plan under the provisions of Zoning Code Section 153.053.

Applicant: Bright Road Senior Development Partnership

Planning Contacts: Zachary Hounshell, Planner I; and Claudia D. Husak, AICP, Senior Planner/Current Planning Manager

Contact Information: 614.410.4652, zhounshell@dublin.oh.us; and 614.410.4675 chusak@dublin.oh.us

Case Information: www.dublinohiousa.gov/pzc/19-115

RESULT: The Commission reviewed and provided non-binding comments on an application for a Concept Plan for the Bright Road Senior Housing and Healthcare Residences. The Commission welcomed the proposed senior housing and healthcare use to the site but shared concerns of building height and architectural style. The Commission suggested the proposed density of the site should be reduced between the different buildings on the site. The Commission suggested that the northwest corner of the site be considered for open space preservation and suggested that taller buildings would be most appropriately located closer to Sawmill Road rather than Emerald Parkway. Members of the public provided comments and feedback on the Concept Plan as well and also expressed concerns regarding the height and size of the buildings, modern architecture, and potential traffic impacts to the area. The public was concerned over the scale of the proposed development in regard to the neighborhood located to the west of the site and requested that the buildings be reduced in height and the architecture modified to avoid replicating Bridge Park buildings.

RECORDED VOTES:

Victoria Newell	Yes
Jane Fox	Yes
Warren Fishman	Yes
Kristina Kennedy	Yes
Mark Supelak	Yes
Rebecca Call	Yes

STAFF CERTIFICATION



 Zachary Hounshell, Planner I



~~conditions, is tentatively scheduled for consideration by consent. Does any Commission member or member of the public wish to discuss or comment on the item? [There were no requests to comment on the item.] Ms. Newell indicated that the cases would be heard in the following order:~~

- ~~1. Conditional Use – Brutus Custom Coatings – 6355 Avery Road~~
- ~~2. Concept Plan – Bright Road Senior Housing & Healthcare Residences~~
- ~~3. Dublin Gateway (Gorden Development), 7270 & 7150 Hyland-Croy Road, Rezoning with Preliminary Development Plan, and~~
- ~~4. Dublin Gateway (Gorden Development), 7270 & 7150 Hyland-Croy Road, Preliminary Plat~~

CONSENT AGENDA

Case 4: Brutus Custom Coatings – 6355 Avery Road, 19-107CU, Conditional Use

~~Ms. Newell stated that this is a request to allow a personal service use within an existing 1,500-sq. ft. tenant space zoned ID-1 Research Office District. The site is west of Old Avery Road, approximately 750 feet northwest of the intersection with Shier Rings Road.~~

~~Ms. Call moved, Ms. Fox seconded to approve the Conditional Use request with no conditions.~~

~~Vote: Mr. Supelak, yes; Ms. Call, yes; Mr. Fishman, yes; Ms. Fox, yes; Ms. Kennedy, yes; Ms. Newell, yes.~~

~~[Motion passed 6-0]~~

CASES

Case 3: Bright Road Senior Housing & Healthcare Residences, 19-115CP, Concept Plan

Ms. Newell stated that this is a request for Concept Plan review of a potential development of ±22 acres for a variety of residential and healthcare uses geared toward the senior population. The site is north of Bright Road, east of Emerald Parkway and west of Sawmill Road.

Staff Presentation

Mr. Hounshell stated that this is an application for consideration and feedback of a Concept Plan for the Bright Road Senior Housing and Healthcare Residences. The 22-acre site, located at the northeast corner of the intersection of Emerald Parkway and Bright Road, was annexed into the City in 1974. The site has a variety of zoning districts. The City owns three parcels located at the southwest corner of the site. These were purchased for the completion of the last section of Emerald Parkway and the new roundabout with Bright Road. In 2015, PZC reviewed a rezoning proposal and conditional use to permit the relocation of the COTA Park and Ride development. The application was met with opposition from surrounding residents due to the perceived impact to traffic, the timing of the project, and neighborhood involvement, which later caused the application to be withdrawn.

Existing Zoning

The site is included in the Northeast Quad Subarea 5C, which was zoned in 1995. The PUD permits medical office, assisted living and daycare at a density of 10,000 sq. feet with a height limitation of two stories. The Commission approved a rezoning in 2005 for Lifetime Fitness, located north of this site, which eliminated a large portion of Subarea 5C. 7315 Sawmill Road was zoned to

PCD in 1993 to permit the existing residential structure to be used for office space, but is currently not occupied. The remaining portion has remained zoned R1 since the site was annexed in 1974. According to the Future Land Use Plan, the site is included as part of the Bright Road Area Plan. The Bright Road Area Plan has designated this site for Neighborhood Office and Institutional Uses. Neighborhood Office/Institutional is designated for locations adjacent to residential areas where land use transitions or buffers are necessary. The northwest portion of the site is designated for parks and open space. However, this area has not been designated as a key public acquisition for parkland by the City. Natural Features on this site include Billingsley Creek, which runs along the north side of the property, separates the northwest portion of the site from the remainder of the site. The creek is protected by a 100-year floodplain; a 100-year floodplain operates as a no-build zone. The site also includes large, densely wooded spaces that would be impacted with the proposed development. The applicant would be required to compensate for the removal of protected trees by replacing trees inch-for-inch, or paying a fee in lieu of the removed trees. The proposed Bright Road Senior Housing and Healthcare Residence is a 22-acre, full-service 55 and over community. The proposal offers a variety of housing options ranging from independent living to full-service assisted living.

Proposed Accesses

1. A right in/right out off Sawmill Road;
2. A right in/right out from Bright Road;
3. A right in/right out from Emerald Parkway;
4. A potential fourth access through the Millco Office Complex from Bright Road.
5. A walking path is proposed to connect Emerald Parkway and Sawmill Roads, which would circulate throughout the site.

Subareas

The Concept Plan would encompass five subareas. Subarea 1 – on the east, approximately 5.03 acres, is proposed to include a three and four-story nursing home and assisted living facility. Subarea 2, located at the center of the site, is approximately 5.59 acres and would include a four-five story independent living facility. Subarea 3, located southeast of Subarea 2, is approximately 2.15 acres, and would house a two-story, assisted-living memory care facility. Subarea 4, located in the southwest portion of the site, is 3.91 acres and includes the proposed detention pond, and six, 3-story, independent loft facilities. Subarea 5, located to the northwest, is separated from the rest of the site by Billingsley Creek. It is approximately 5.12 acres and would house a four or five-story, independent-living apartment complex. This is the most heavily wooded portion of the site.

Architecture

The applicant has provided examples of the proposed architecture, which would have a soft, contemporary aesthetic. There will be shared terrace spaces for community involvement. Different water features that could be used for the proposed retention pond that is shown at the corner of Bright Road and Emerald Parkway.

Six discussion questions are provided to assist the Commission's review.

- 1) Does the Commission support the proposed land use at this location?
- 2) Is the proposed layout and distribution of uses appropriate for the site?
- 3) Can the Commission support the proposed building architecture and heights?
- 4) Is the Commission supportive of the proposed four and five-story buildings, and how do they fit within the context of the surrounding areas?
- 5) Is the applicant preserving an adequate amount of open space with this proposal?

6) Other considerations by the Commission.

Commission Questions

Ms. Call inquired if, with the types of uses in this proposal, staff has identified an existing standard zoning with an equivalent impact.

Ms. Husak responded that the Zoning Code does not address these uses in any of the standard districts. All of these facilities within the City are in planned districts.

Ms. Call inquired what the equivalent ERU utilization would be for something of this size. She is trying to see what the impact zoning would be if there was a parallel that was not a PUD.

Mr. Supelak stated that a certain portion of the proposed PUD would be assisted living, and a certain portion is multifamily -- perhaps multifamily would be a good reference?

Ms. Husak requested clarification of the question.

Ms. Call stated that, currently, part of the parcel is zoned R1, which is typically one dwelling unit (du)/acre. Looking at the proposed 5-story, 100-bed building -- she is unable to tell on how many acres that structure would be located, but it is probably not more than two acres.

Ms. Husak confirmed that is correct.

Ms. Call stated that would then be 100 ERUs per the acreage -- a significant increase in density in that one particular area. She is trying to determine the difference between the current zoning and what is being requested.

Ms. Husak stated that R1 was the initial zoning when all of the parcels in this area were annexed. The Community Plan contemplates different future land uses that will not be R1. As Office and Institutional, the Community Plan contemplates a density cap of 10,000 sq. feet per acre, but it does not provide a density cap for number of du/acre. The Community Plan contemplates some areas with a higher density. Outside of the West Innovation District and Bridge Park, it is probably closer to 10-15 du/acre in high-density areas elsewhere in the City. The Bridge Street District and West Innovation District have higher densities.

Mr. Supelak inquired if the use was a multifamily, apartment complex, would there be a prescribed du/acre.

Ms. Husak responded there would not be. Per the Zoning Code, R12 is the highest multifamily district, Craughwell Village is a PUD, but has an underlying zoning of R12. There is an area with apartments on the south side of Post Road that has a straight R12 zoning.

Ms. Call stated that Craughwell Village has 199 units. If we knew the amount of land area, it would be possible to calculate an equivalent.

Mr. Fishman stated if the concern with the proposed development is the amount of traffic -- a senior living area would not be comparable to Craughwell Village.

Mr. Supelak stated that although the proposed use is assisted living, we would want it to align with other comparable developments that may be more prescriptive relative to the Code.

Ms. Call stated that she is not looking specifically at traffic but at impact. A five-story building is proposed. Not far away are single-family homes. There should be a buffer zone. She is concerned about the intensity of use.

Mr. Fishman agreed. It is important to look at the impact on the people living in those existing single-family homes.

Ms. Husak noted that Craughwell Village is comprised of 12+ acres. Across the road from Craughwell Village is Perimeter Lakes, which has standard R12 zoning.

Ms. Fox inquired if National Church Residences would be a development with a similar density. It has a multifamily component -- cottages, which are 2-3+ stories in height. Is there an associated density?

Ms. Husak responded that she believes it is 11 du/acre on Avery Road.

Ms. Kennedy inquired, for purposes of perspective, what are the adjacent building heights, specifically, the Lifetime Fitness building.

Mr. Hounshell responded that per the 2015 rezoning, the maximum building height was 42 feet, with a skylight of 57 feet. For height perspective, that building would be the closest to these in height.

Applicant Presentation

Randall Woodings, Principal, Kontogiannis & Associates, 400 South Fifth Street – Suite 400, Columbus, Ohio, stated that they are seeking the Planning and Zoning Commission's input on their proposed project at Bright Road. They have been working on the project the past seven-eight months. They met with City planners and engineers in an attempt to formulate the right plan for this site. They spoke with Amy Krumb, East Dublin Civic Association president. The apartment portion of the project will be for individuals 55 and over, which will permit those residents to be independent with full services. There also will be a nursing home and an assisted living and memory care facility. Traffic generated by this type of facility is minimal. There will be under-unit podium parking for the residential component. Most individuals 55 and over desire to have a secure path into their building. This development will be handled by different operators and co-developers.

Questions for Applicant

Ms. Fox inquired about the phasing of the project, and their philosophy related to this type of development. The City is focusing on best practices for senior living facilities in Dublin. She was impressed by the social areas and rooftop terraces. This is a very large parcel. How would they utilize the open spaces?

Mr. Woodings responded that they are unsure of the phasing, as this is the beginning of the project. If they have independent living and assisted living, they want a place for them to go as they age in place and may need additional or more intensive care. Therefore, a nursing home is a key component. The nursing home will be comprised of private units with an extensive rehabilitation component.

Ms. Fox inquired if they are pursuing a preferred architectural style. The City is interested in having an interesting variety of architecture. There is a particular style of architecture in Bridge Park, but the Commission would welcome something different in architectural style.

Mr. Woodings stated that they have no preference. They looked at Bridge Park as the most up-to-date cue for the City's preference. The older part of the City is very traditional, but they are not opposed to having a different type of architecture on this site, such as a more urban type. They proposed a soft contemporary style, emulating the successful architecture in Bridge Park.

Ms. Kennedy inquired about the connectivity in the proposed development. How would it connect to the existing infrastructure?

Mr. Woodings stated there would be connectivity all the way from Sawmill Road to Emerald Parkway. The site is bisected by a creek, so when they put the parcels together, a large piece was separated from the rest. In terms of building connectivity, the independent living facility will have a connection to the nursing home and assisted living. Not many independent living, assisted living and nursing homes are completely connected; that connection will be provided here. If a resident's partner becomes ill and needs to be moved to a facility with more care, it will be easy for the couple to see each other. In terms of pedestrian connectivity, they will provide the same level of connectivity that is typical within the City.

Mr. Fishman inquired if they have spoken to Lifetime Fitness regarding connectivity to their facility. Mr. Woodings responded that the developer has had discussions with them.

Steve Newcomb, 10368 Forest Glen Place, Powell, stated that he would be working with Schottenstein Real Estate to develop the project. He has spoken with Lifetime Fitness, which has programs in place for seniors. They negotiate with insurance companies to be able to have affordable programs to offer to seniors. They are supportive of this project. In terms of density, this project would be similar to Friendship Village. Although the density is high, they do not anticipate the traffic will be an issue. If the concern is with Cardinal Health traffic on Bright Road, any traffic generated by the senior housing will not conflict with those peak times. The density will be a positive for the project. The goal is for these residents is to have an active lifestyle, so having more people in their community will be good. The balconies and terraces will attract senior residents.

Mr. Fishman stated that he was interested in whether there would be a pedestrian connection to Lifetime Fitness for the residents.

Mr. Newcomb responded affirmatively. This will be a very high-end senior project, for which there is a demand.

Ms. Fox stated that there are a variety of senior living facilities in Dublin. Some are very successful for particular reasons. A feature of National Church Residences is their community gathering space, where the City Recreation Department holds classes. They would be creating a 22-acre campus. She did not see plans for a communal gathering space or activity area, an area where residents from another building could come to gather.

Mr. Newcomb stated that they want to provide whatever the residents would want. Plans are in the beginning stages, so they are open to suggestions.

Ms. Fox suggested that it may be able to pursue a program provided by Lifetime Fitness.

Mr. Woodings stated that they have done many studies. Tentatively, they have considered a central community building/clubhouse overlooking the pond area at Emerald Parkway. Because they wanted to make sure there would be a full service kitchen, an independent building was preferred. However, the slate is essentially blank. Their intent is to integrate the Concept Plan feedback to the extent possible.

Public Comment

Amy Kramb, president, East Dublin Civic Association, 7511 Riverside Drive, Dublin, stated that they met with the applicant earlier in the summer. At that time, there was no Concept Plan; the applicant was inquiring what the main concerns or issues had been with past applications on this parcel, and she pointed out several issues. One is the traffic. Although the residents prefer that nothing be built there until the Bright Road/Sawmill intersection is fixed, they know it is unlikely that will happen. Something will be built before the traffic issue is solved. The second issue shared was that the creek frequently floods to the south. Whatever is built there would have to accommodate the stormwater onsite. The outcome of their meeting was that this would be a good use. Senior living facilities are a low traffic generator, and they do not add students to the school system. For the latter reason, a multifamily use would be undesirable here. She heard nothing more about potential plans until receiving a postcard notification two weeks ago that there was a Concept Plan. When she looked at the Concept Plan, she was very disappointed to see the building heights and density. At the earlier meeting, there had been a brief mention of a potential three-story building at Sawmill Road, from which the development then would be stepped down. There was no mention of four and five-story buildings. Her answers to the questions that were suggested for the Commission follow:

1. Use - senior living is appropriate here.
2. Layout - Subarea 5 is a concern. The Community Plan designates that area as parkland/open space, but the Concept Plan has placed a five-story building there. However, the layout can be worked out later.
3. Architecture – In her opinion, the architecture is completely wrong. This is a suburban area, not Bridge Street. There should never be four and five-story buildings that look like Bridge Park. In context with the surrounding neighbors – there is a one-story office building on the southeast corner; a one-story residential on the south side; one and two-story residential buildings immediately to the west; and Lifetime Fitness to the north, which is considered a three-story building. Nothing on this site should be taller than Lifetime Fitness. The issue is not number of stories, but height. For example, Lifetime Fitness is two stories, but its height is 42 feet. From the residential community on Macduff Way, it is possible to see the top third of the Lifetime Fitness building. That is the case, although Lifetime Fitness is surrounded by trees. That building is 200 yards away; the proposed buildings in this development will be immediately across the street. If they want to build urban buildings, do so in Bridge Street, not here. In Subarea 1, a three-story building next to Sawmill Road and Lifetime Fitness is fine. There can be a two-story building in Subarea 2, but there should only be one-story buildings in Subareas 3 and 4. The proposed 3-story building in Subarea 4 immediately adjacent to the one-story residential community is not acceptable. She is not aware of any other residential area in the City with a four or five-story building immediately next to a residential use. For comparison purposes, the Emerald Campus, XPO Logistics and Cardinal Health are four-story buildings on Emerald Parkway. Buildings of that height should not be built next to residential homes.

Randy Roth, Vice President, East Dublin Civic Association, 6987 Grandee Cliffs Drive, Dublin, stated that the applicant has not met with the homeowners. In earlier years, he and Mr. Fishman served on the Community Plan Committee and helped form the Bright Road Area Plan. There is an issue with using Lifetime Fitness as a precedent for this development. Lifetime Fitness was exceptionally good about screening and tree preservation. They worked with the neighbors and

ensured that the site could not be seen. Lifetime Fitness has been a great neighbor. The Bright Road Plan provides for some very high density by the interstate, but that kind of height would be transitioned gradually from the residential neighborhood to the intersection. A previous plan for a COTA Park and Ride on the site was rejected by City Council, because this is a very particular piece of land, and Dublin is a green city. This plan will turn Billingsley Creek into a drainage ditch. There are many beautiful trees here. Condominiums and light office were envisioned on this site. This Concept Plan violates everything they would like to see in this area. Their idea was that a developer would be found who would really respect this beautiful piece of property, appreciate how beautiful Millco and the Inverness community are, and build something on a similar scale. In his opinion, even a three-story on Sawmill Road and two-story buildings elsewhere on the site is not a green development. This is a very precious piece of property, and they are attempting to restore the creek on it.

John Wreathall, 4157 MacDuff Way, Dublin, stated that his property, one building to the west on Emerald Parkway, neighbors this site. Their land abuts Billingsley Creek at its border with Emerald Parkway. Initially, they were interested in the proposed use, but when they saw the density and size of the buildings provided in the Concept Plan, they became very concerned. From their home, they can see the Lifetime Fitness building, but it is set well back, is substantially screened and offers little intrusion. In the Concept Plan, the proposed building on the northwest corner in Subarea 5 is five stories tall with architecture similar to that in Bridge Park. Such a building would be obtrusive on Emerald Parkway and out of character with the whole neighborhood. From his property, they would also be able to see the area to the southwest. In the original document provided at the website, the proposed building was two-story; now it is three-story. That would be a concern even if it were set back somewhat from Emerald Parkway due to the pond. The proposed building height and style in Subarea 5 are very concerning. The Bridge Street development style is exciting, energetic and good for young people; a senior living facility in a similar architectural style is totally incongruous. If necessary, they will fight to prevent this type of development.

Linda Annette, 7195 Inverness Court, Dublin, stated that her concern is the number of emergency vehicles that would be accessing this type of use. Currently, there may be an emergency vehicle in the neighborhood every 3-4 months, which is very noisy. The level of intrusion from the many emergency vehicles that would be accessing this adjacent site is a concern. The Inverness community is very beautiful. She is hopeful it is not ruined by this type of development next door.

Nan Still, 3888 Inverness Circle, Dublin, stated that her condominium unit is located on Bright Road southwest of the proposed Bright Road Senior Living development. She believes the main entrance will be off Bright Road. An access point is also proposed through the office development adjacent to Bright Road. There is a high level of traffic in this neighborhood, and it is no longer just the two-hour morning and evening peak traffic. When the roundabout was constructed, the roadway became a major thoroughfare with 3,000-4,000 vehicles per day. The proposed parking spaces in this development are 731 spaces. Active 55+ seniors will travel to and from their homes several times a day and will drive to most of their destinations. The right in/right out accesses will result in a circular traffic condition. Drivers have a difficult time accessing Sawmill Road from Bright Road. She is very unhappy about the proposed height and density, and the architecture does not attempt to complement the surrounding neighborhood.

Megan Theis, 7225 Riverside Drive, Dublin, inquired how many people would be employed by this facility.

The applicant indicated that the number would be approximately 75.

Ms. Theis inquired why the site could not be utilized as a park and retain the greenspace.

Ms. Newell stated that this is only a Concept Plan. The applicant is obtaining feedback from the Commission and the public and will decide whether to pursue a development. They would asking to rezone the property to a PUD, a planned unit development. PUDS in the City give the Commission more control over the architectural style, land density and building placement.

Stewart Meyer, 4025 Bright Road, Dublin stated that they attended three City meetings regarding the COTA project previously proposed for this site. When Emerald Parkway was constructed, the City of Dublin opened up 115 acres for development. Eventually, development will happen, and development means more traffic. He assumes the residents who opposed the COTA development realize now that they may have "shot themselves in the foot." Hopefully, a compromise is possible with whatever develops on the site.

Commission Discussion

Ms. Call stated that she would address the discussion questions. First, this type of use is fitting for the City and appropriate for this location. The open space with the use is sufficient. She does not have a strong objection to the architectural style, although it does not provide her any sense of warmth. The primary issue is the density. Calculating all the subareas together, the result is 25 du/acre, which is significantly more intensive. Craughwell Village is 15 du/acre. The proposed density of this development is 70% higher than the City's currently most intensive density. Looking at the proposed subareas individually, the highest is 35 du/acre. That is too intensive. In regard to the building heights – the City requires transition zones between single-family residential areas and taller buildings and higher density uses, increasing as they approach major intersections. Open space is provided next to major thoroughfares so that multifamily developments are not adjacent to major roads. From multifamily, the heights transition to townhomes, then to single-family homes. There is no transition here. There is an abrupt change from single-family, duplex and triplex products to 5-story buildings. She is not supportive of that. Providing parking under the buildings is also a concern due to the water tables, and it would turn a 3-story building into a 4-story building. Overall, the product, land use and open space is good; it is just too much in this space.

Mr. Fishman stated that he is supportive of this land use. In the past, the residents on the east side of the river have pointed out that, compared to the west side, they have less green space. Subarea 5 is a heavily wooded, beautiful piece of property, and it should be retained as such. Perhaps it could be made a recreation area; many of these trees should be saved. No building should be placed in that subarea. The layout needs a significant amount of work. In regard to the architecture – the Bridge Street District is great, but the City has a sufficient amount of Bridge Street architecture. This is a unique area on the east side of the river, where the City has a chance to do something equally unique. He does not believe a soft and contemporary architectural style is appropriate here, but rather something more traditional or unique, not more of the same. The most building height he would support here is three stories, even as a buffer. The goal is to have a unique development that will blend with the Inverness community and surrounding architecture.

The use, concept, pedestrian connectivity, and the Sawmill Road access -- if well planned, are good. The plan does need a significant amount of work; however.

Ms. Kennedy stated she is supportive of the proposed land use. This will fill a current need in the City. In regard to layout and distribution -- she agrees with her fellow Commissioners, the density is too much for this amount of land. The proposed architecture is similar to Bridge Park and is a mismatch for this area. She is not supportive of four or five-story buildings here. In regard to open space – Subarea 5 was originally designated as greenspace, and she believes it should remain as such. She would prefer a staged development approach, transitioning from low density to a higher density along the major roadways. In regard to traffic, she uses this route to return home in the evening. That area has traffic issues now. The staff who will be working here will increase the traffic volume, as well. It is important to ensure the site access works well for everyone.

Mr. Supelak stated that the building height and density are major issues here. He is not supportive of four and five stories on this site. Two-story buildings would be more consistent with what exists in the City. In the site layout, he appreciates that certain sensitivities were acknowledged – the water features, the creek, pedestrian access through the site, social gathering spaces and the open space. However, most of the traffic will flow through the Bright Road access, which will be an issue. There is a floodplain around Billingsley Creek; perhaps bridging the creek would be helpful. At this point, he has no significant objection to the architecture.

Ms. Fox stated that she agrees that the use is appropriate for the site. Its proximity to Lifetime Fitness will offer opportunities to the seniors to be active. There will be pedestrian connectivity to nearby personal services and the grocery store. Engineering and Planning will have to study the traffic implications of a use on this site because of Bright Road. This plan cannot proceed unless there is assurance that traffic is managed. The proposed density here is significantly greater than elsewhere in the City. This is a sensitive site. She agrees with Commissioner Fishman regarding Subarea 5, which is heavily wooded. Our Thoroughfare Plan emphasizes the need of maintaining a continuous visual appeal along the roadway. Eliminating the treed area on the east, leaving the treed area on the west, would break up the view. Historically, the City has required developers to maintain greenspaces along Emerald Parkway. It would be a mistake to eliminate it there. With the amount of density in the remaining site, utilizing that northwest treed area as a natural amenity to the development would be preferable. The Commission is also cautioned to consider the impact of a proposed development on the natural environment. Billingsley Creek is a beautiful area, and this area could be developed in a manner that would benefit the neighborhood and the development and protect the visual landscape along Emerald Parkway. She likes the Concept Plan's suggestions concerning water features and the open, social gathering spaces within the buildings. Courtyards provide safe area for the residents. That is a contemporary best use practice, and she encourages it. She also would encourage more spaces outside the buildings, taking advantage of the walking paths. In regard to the building heights, three stories is the maximum she would support. She is not opposed to rooftop gardens on top of a three-story building. In regard to the architecture, what Dublin is not seeing is a soft contemporary style blended with natural materials. Because the land here is so beautiful, something with a lodge-like look might be good. The architecture should provide a sense of living within a natural environment with the trees, creek, and other water features. Something that is soft and blends with the natural environment would not only attract the desired clientele, but it would complement the neighborhood.

Ms. Newell stated that she believes this would be a good use for this site. She is concerned with the proposed four and five-story buildings. She is more comfortable with a taller structure closer to Sawmill Road and better screening provided for the neighboring residential community. Subarea 5 is currently designated as park space in the City Community Plan. She is concerned with the loss of those trees. However, City Council would have to be willing to purchase the site as parkland. If not, ultimately, she would support the development of that parcel but with preservation of as much of the wooded area as possible. A smaller footprint building would be a better fit. In regard to the architecture -- she is familiar with Mr. Woodings' capabilities, and is confident of his ability to address her colleagues' remarks.

Mr. Woodings stated that they have been working on the Concept Plan for eight-nine months. Initially, traditional architecture was envisioned, which is more typical for Dublin. Ultimately, images of a more contemporary architecture were provided to learn what the response of the Commission and public would be. They have learned what they needed in regard to use, density and height, and received helpful direction. They will try to incorporate it into the project.

Mr. Fishman stated that for some years, there has been discussion about potential Bright Road improvements to Sawmill Road. It would be helpful for the residents to know if there are any such plans.

Ms. Husak responded that construction of the cul de sac off Bright Road near Riverside Drive would occur before summer 2020. The project is programmed and approved. Nothing else in that corridor is programmed or funded. The study conducted by the City of Columbus, ODOT and City of Dublin has been accepted, but nothing further has advanced.

Mr. Fishman inquired if closing the Bright Road access to Riverside Drive would put more stress on the Sawmill Road access.

Ms. Husak stated that the intent is for that traffic to use Emerald Parkway.

Mr. Fishman stated that the Community Plan designated Subarea 5 as open space. Whether or not the City would be willing to purchase it as parkland, he wants to see it remain untouched. That can be achieved by having that area count as the applicant's open space, and the remainder of the open space rearranged.

Mr. Woodings stated that on the Site Plan, they provided a dotted line designating a crossing over Billingsley Creek. The intent was to have a pedestrian bridge over the stream to provide access to Lifetime Fitness. Mr. Supelak mentioned a potential vehicular connection there -- what are the Commissioners' views on such a connection?

Mr. Supelak noted that he is not advocating for that. Due to the 100-year floodplain there, it would have to be done carefully. Putting all the traffic from this development onto Bright Road will overburden that route. To alleviate some of the heavy traffic on Bright Road, it would be desirable to identify a way to divert some of it to Emerald Parkway a distance away from the roundabout.

Mr. Woodings stated that they could consider it along with the rest of the Site Plan. Do Commissioners have any objection to that?

Mr. Fishman inquired if that option would be a cut-through to Lifetime Fitness.

Mr. Woodings responded that it would not; it would be a cut-through to Emerald Parkway. Currently, their plan proposes a 100-ft. right-of-way onto Bright Road. He assumes that would be two lanes of traffic separated by an island, then another two lanes of traffic from Sawmill Road to the roundabout.

Mr. Fishman stated that could destroy part of the wood.

Mr. Woodings responded that it would destroy it by a distance of 26 feet wide.

Mr. Fishman advised looking at that idea with caution. It is not consistent with the Community Plan, and the neighbors highly value that property.

Mr. Supelak stated that it becomes a value judgment of routing some of the traffic out to Emerald Parkway versus the roundabout below. Such a consideration would have to be done carefully, and it would not work with the proposed layout.

~~Ms. Newell stated that Cases 1 and 2 would be heard together.~~

**~~1: Dublin Gateway (Gorden Development), 7270 & 7150 Hyland-Croy Road
17-061, Rezoning with Preliminary Development Plan~~**

~~Ms. Newell stated that this is a request for a recommendation of approval to City Council of a rezoning with a Preliminary Development Plan of ±45.4 acres from Rural District to Planned Unit Development District to permit the future development of 90 single-family homes and up to 200 living units for seniors with varying levels of care in one or more buildings and approximately 12 acres of open space. The site is northeast of the intersection of Hyland-Croy Road and Post Road.~~

**~~2: Dublin Gateway (Gorden Development), 7270 & 7150 Hyland-Croy Road
17-061, Preliminary Plat~~**

~~Ms. Newell stated that this application for the same site is a request for recommendation of approval to City Council of a Preliminary Plat subdividing the site.~~

~~Ms. Newell swore in staff and members of the public who intended to address the Commission on this case.~~

Staff Presentation

~~Ms. Martin stated that this is a request for review and recommendation to City Council of a Rezoning/Preliminary Development Plan (PDP) and Preliminary Plat for a residential development of 90 single-family lots and a 200-unit Adult Congregate Living Facility (ACLF) with 12.4 acres of open space and six public streets. The 45.5-acre site is located on the east side of Hyland-Croy Road at the intersection with Post Road. The site is surrounded by existing developments, including Post Preserve, Park Place and Jerome Grand. The site is comprised of two parcels totaling approximately 45.5 acres in size. The site is rectangular with 3,300 feet of frontage along Hyland-Croy Road and 500 feet of frontage along Post Road. As it exists today, a farmhouse and outbuildings are located on the south side of the property near Post Road and two houses are in the center of the site with access off Hyland-Croy Road. The site currently has two driveways from Hyland-Croy Road for the existing homes and one driveway from Post Road to the south.~~

History

Held _____ 20 _____

5. Resolution 16-15 (Introduction/vote)

Authorizing the City Manager to Enter into Memorandums of Understanding with the Franklin County Board of Elections for Use of Municipal Property in the Administration of Public Elections.

POSTPONED ITEM

Ordinance 04-15

Authorizing the City Manager to Execute a Development and Real Estate Exchange Agreement and the Necessary Conveyance Documentation to Acquire 1.20 Acres, More or Less, Fee Simple Interest from the Central Ohio Transit Authority ("COTA"), Located Adjacent to and North of Dale Drive, in Exchange for 3.326 Acres, More or Less, Fee Simple Interested Owned by the City, Located East of Emerald Parkway and North of Bright Road for the Replacement of a COTA Park and Ride, and Declaring an Emergency.

Ms. Readler reported that the Planning Commission considered the rezoning and conditional use at their meeting of February 5. The Commission recommended approval of the rezoning but tabled the conditional use. If it is Council's desire to allow the conditional use review process to be completed prior to acting upon this legislation, staff recommends that the Ordinance be postponed until the March 23 Council meeting.

Mayor Keenan invited public testimony.

Melanie Cornelius, 5555 Linworth Road, Columbus stated that her comments are in regard to the proposed land swap. She is concerned about the future of Dublin's continued development and the proposed land swap. She calls Council's attention to the MORPC transportation plan adopted in 2012. It is significant because of the projections within that report about the future development and population expansion in this particular area. According to the report, there is an area that has even more growth than this one – the area along Smoky Row up to the City of Delaware. Smoky Row becomes Liberty Street traveling north, and this road is the back way into Delaware. There are two park and rides located on Smoky Row, and they relieve pressure on Sawmill Road – everyone is aware of the traffic pressure on Sawmill Road. She is deeply concerned about the proposed location of the park and ride on Bright Road. The Bright Road/Sawmill Road area traffic at rush hour is nearly at a standstill. That would not be consistent with the City's interest in diverting traffic from Sawmill Road. She asks that Council consider this carefully, for the sake of its residents, businesses and visitors. Another consideration is whether or not Council believes that transit accessible to a neighborhood is a priority to Dublin residents. The shift to a huge park and ride with 170 spaces indicates that it is not. She noted that COTA Route 30, Smoky Row is scheduled to be canceled if this new park and ride is constructed. The majority of these riders would not be in a position where it is feasible to drive to the proposed new park and ride. So the very purpose of moving the route to serve people from the mid area between Worthington and Dublin might not be a good idea.

Eleanor Black, 5067 Cambrian Drive, Columbus, stated that she has been the "bus mom" of US Route 33 for many years. She has a passion for riding this bus. She lives between Routes 18 and 61, but she still drives to Route 30 because she has passion for these people who have grown to become her family. She has been a rider of this bus for 13 years. She knows of one individual who will lose her job without Route 30. There is another individual who had a brain injury, who will have a difficult time getting back home without a bus. There are single parents without cars who walk to and ride the bus. Columbus State and OSU students ride that bus downtown and transfer to another bus to the school. Her heart goes out to these people. It is difficult to understand if one has not been in the situation of living from hand to mouth and then loses the availability of this important public service. If the current park and ride is eliminated, their route will be limited. Please consider their situation.

Ms. Chinnici-Zuercher clarified that the City of Dublin has limited, if any, input regarding the routing system of COTA – those are decisions made by COTA. The concerns the speakers have raised are legitimate, but they need to express their concerns directly to COTA.

Ms. Black responded that they have done so.

Bill Wright, 1110 Strathaven Drive North, Worthington stated that he has lived on Route 30 for 30 years. He realizes Council's responsibility is to do what is best for the Dublin residents. This

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decision could be a good business decision, but it is not for the purpose of improving access and ridership in Dublin. It is certainly not for the purpose of improving access to everyone else who will have their line eliminated. Some of the long-term riders have used the service for as much as three decades. He urges Council to recommend to COTA that they keep the Route 30 line. That would save Dublin from whatever traffic might be added to this area. There is no financial need to eliminate a critical work route like Smoky Row Route 30, thanks to these and other committed riders. They are the highest paying COTA customers -- \$85/month. At the same time, COTA is giving away bus service downtown. These loyal riders have remained with COTA through the 1990s when COTA ridership dropped 50%. They remained with COTA in 2004, when COTA had a \$1.8 million deficit, its third in four years. These loyal Route 30 riders have paid every increase and supported every levy -- for what? So COTA planners could "throw them under the bus" and claim that this other location is more efficient? Another park and ride makes sense if the population increases, but COTA should not cut off the service to the older areas, and that is exactly what this is doing. Thanks to all the levies that have been passed and the higher fees that have been paid, COTA currently has a surplus of \$105 million. In their effort to be more efficient and more effective, there are solutions that do not breach taxpayers' trust, as this does. Taxpayers approved those levies in exchange for keeping these routes, not cutting these routes. They want COTA to add service to other areas, but not at the expense of existing areas. If there is a need for a cut, his recommendation is to eliminate the \$450,000 in COTA administrator bonuses and \$400,000 in COTA raises.

Mayor Keenan stated that a new road will be constructed through the area of the current park and ride, but there will be another park and ride available.

Mr. Wright responded that COTA has made it very clear that Route 30, and all the park and rides along that way, will be eliminated with this land swap.

Amy Kramb, 7511 Riverside Drive, Dublin thanked Council for postponing this ordinance tonight. The people using this bus route are not from the City of Dublin. This is not an amenity for the City of Dublin; this is for COTA. COTA has a large Delaware/Powell service area. Two dozen people within the City of Dublin use the Dale Drive park and ride, only three from the east side of Dublin. This seems the wrong place to locate a park and ride. It is staggering that the City is going to pay \$1.2 million to construct this facility for 24 Dublin residents. This is a great thing for COTA, however, as it is exactly what they want and exactly where they want to be. But that is not what the City should be doing with this piece of land, and it is not what the residents want to be done with this piece of land. There are more Dublin residents who are upset about this proposed park and ride, who live on Bright Road in east Dublin, where this facility will be located. When the City is negotiating with COTA, COTA shouldn't "win" on all aspects. This negotiation of a land swap needs to favor the citizens of Dublin, not COTA. She asks Council to do what the citizens of Dublin want, not what COTA wants.

Scott Haring, 3280 Lilly-Mar Court, Dublin, stated that this process all began because COTA owns this land used for a park and ride within the City. The City now wants to build a new road and needs to acquire that right-of-way. Much of this issue would be avoided if the City would simply purchase the required right-of-way. The City could pay COTA for the right-of-way and let COTA go build what they want, where they want it. The issue was caused by the proposal of a land swap. When this matter comes back to Council for consideration, he hopes it is confined to Dublin building a roadway and letting COTA handle their own site decisions. After attending the Planning and Zoning Commission meeting on Thursday, he read an article in the newspaper about COTA. The COTA representative was quoted as saying that at this time, this is just a proposal and they are taking public comment. Tonight, the City is talking about trading land, yet the COTA representative indicates this is still in flux. He is not quite sure where anything stands. The other thing that is of interest is the economic aspect. As a result of Thursday night's meeting, the Commission's recommendation is to convert this land from the R-1 designation to Suburban Office, which generates tax revenue. A park and ride does not sound like a revenue generator. As he reviewed the legislation, it seems that the focus was on having the City of Dublin help COTA relocate their facility. But as he now has learned, if COTA closes its Route 30 line, there will be an influx of people who live in Columbus who will now have to traverse west across Sawmill into Dublin to catch a bus to go back to the City of Columbus. Dublin seems to be losing all around -- no resident tax revenue and no income tax revenue, and more people traveling across Sawmill who really don't want to do so.

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Randy Roth, 6987 Grandee Cliffs Drive, Dublin, president of East Dublin Civic Association (EDCA) noted that he met with Council Member Salay and City Manager McDaniel last week to discuss bigger issues the Association will face, regardless of the decision on this matter. The EDCA has been reviewing MORPC studies, and will be sending Council the results of their studies soon. One item they found interesting is where people who would be best served by COTA live.

- For persons with disabilities – the area where the current park and ride is located, south of I-270, in the Bridge Street District
- For persons ages 65 and older – same area
- For households without a vehicle – same area

He noted that he will be back for the next hearing on this matter.

Mr. Lecklider stated that the business decisions that COTA makes with respect to consolidating routes and park and ride sites is largely beyond Dublin's control. If it were his decision, Route 30/Smoky Road would remain. He is a former user of the Dale Drive park and ride, and he appreciated that service. It is evident to Council how much the speakers appreciate the service provided by Route 30. If Dublin did not pursue a land swap with COTA, and an out-right purchase of the right-of-way occurred, COTA might move their park and ride to the WalMart parking lot on Sawmill, if they were able to make that deal. COTA could still make the decision that Route 30 should be consolidated with that location. Another comment was made that this decision was not for the exclusive benefit of Dublin residents, and that should be the standard by which the City makes an investment. However, Dublin is also making a multi-million dollar investment in the I-270/US 33 interchange, which is clearly not for the exclusive benefit of Dublin residents -- it will benefit the region. So he is not certain that should be the primary standard by which the City makes decisions such as this. He is certainly sympathetic to those individuals present tonight who support COTA maintaining Route 30/Smoky Row.

Ms. Salay suggested that the City communicate by a letter or memo to COTA that Council has heard from many people who have shared their concerns about COTA's decision to eliminate Route 30 serving the Smoky Row area of Worthington/Linworth.

Mayor Keenan moved to postpone Ordinance 04-15 until March 23.

Mr. Reiner seconded the motion.

Vote on the motion: Ms. Chinnici-Zuercher, yes; Mr. Reiner, yes; Mr. Lecklider, yes; Mr. Peterson, yes; Vice Mayor Gerber, yes; Ms. Salay, yes; Mayor Keenan, yes.

SECOND READING/PUBLIC HEARING - ORDINANCES

Ordinance 05-15

Authorizing the Provision of Certain Incentives to Aspen Energy Corporation to Induce it to Locate a Main Office and Associated Operations and Workforce within the City, and Authorizing the Execution of an Economic Development Agreement.

Mr. Gracia stated that there is no additional information to report. A representative from Aspen Energy is present tonight to offer comments.

Benson Pulford, 7076 Scioto Chase Boulevard, Powell, Aspen Energy representative, stated that the company is located in Powell, as well. They are excited about the growth they have experienced within their company and the industry in general. Due to the deregulation of both natural gas and electricity markets in Ohio and other states, they have had a significant amount of growth. They want to continue to grow with the opportunity to locate in Dublin. The location they are seeking in Dublin will provide more exposure to the clients they serve, have a closer proximity to the interstate, and provide a nice space for the professional staff. They anticipate growing the business from the current 40 employees to 85-90 employees within a couple of years.

Wallace Maurer, 7451 Dublin Road, Dublin requested clarification of a sentence in staff's memo regarding access for procurement of energy – does this include coal, oil, solar and wind energies?

Mr. Pulford responded that their company represents about 16 different suppliers of energy from throughout the U.S. Some are renewable energy sources such as wind and hydro, as well as solar, and are part of the mix that their suppliers can offer. All of their suppliers meet any single requirement for renewable energies. For their end, they procure, typically, natural



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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

FEBRUARY 5, 2015

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

**6. COTA Park and Ride Relocation Emerald Parkway & Bright Road
15-006Z/CU Standard District Rezoning-Conditional Use**

Proposal: A rezoning from R-1, Restricted Suburban Residential District to SO, Suburban Office and Institutional District in accordance with the Community Plan. This is also a proposal for the use of the site as a public Park and Ride. The site is at the northeast corner of the intersection of Emerald Parkway and Bright Road.

Request: Review and recommendation of approval to City Council of a standard district rezoning under the provisions of Zoning Code Section 153.234 and approval of a conditional use under the provisions of Zoning Code Section 153.236.

Applicant: City of Dublin

Planning Contact: Jennifer M. Rauch, AICP, Sr. Planner

Contact Information: (614) 410-4690, jrauch@dublin.oh.us

MOTION #1: Mr. Zimmerman moved, Ms. Salay seconded, to recommend approval to City Council of this rezoning from R-1, Restricted Suburban Residential District to SO, Suburban Office and Institutional District because it complies with the Community Plan.

VOTE: 6 - 0

RESULT: This Rezoning application will be forwarded to City Council with a recommendation of approval.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Absent
Cathy De Rosa	Yes
Bob Miller	Yes
Deborah Mitchell	Yes
Todd Zimmerman	Yes



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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

FEBRUARY 5, 2015

**6. COTA Park and Ride Relocation
15-006Z/CU**

**Emerald Parkway & Bright Road
Standard District Rezoning-Conditional Use**

MOTION#2: Ms. Salay moved, Mr. Zimmerman seconded the motion, to table this conditional use.

VOTE: 6 – 0.

RESULT: This conditional use application was tabled.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Absent
Cathy De Rosa	Yes
Bob Miller	Yes
Deborah Mitchell	Yes
Todd Zimmerman	Yes

STAFF CERTIFICATION

Jennifer M. Rauch, AICP
Senior Planner

PLANNING AND ZONING COMMISSION

MEETING MINUTES

FEBRUARY 5, 2015

**6. COTA Park and Ride Relocation
15-006Z/CU
(Approved 6 – 0 Rezoning)
(Tabled 6 – 0 Conditional Use)**

**Emerald Parkway & Bright Road
Standard District Rezoning-Conditional Use**

The Chair, Ms. Newell, said the following application is a request for a rezoning from R-1, Restricted Suburban Residential District to SO, Suburban Office and Institutional District in accordance with the Community Plan. She said this is also a proposal for the use of the site as a Park and Ride, which requires the review and approval of a conditional use. She noted the site is at the northeast corner of the intersection at Emerald Parkway and Bright Road. She said the Commission will forward their recommendation to City Council for the Rezoning and the Commission is the final authority on the conditional use.

Chair Newell swore in all those intending to speak on this application.

Jennifer Rauch introduced this application for relocation of the COTA Park and Ride with two parts of the application with the standard district rezoning, which is the request to change from R-1 Restricted Suburban Residential District to SO, Suburban Office and Institutional District. She said the review and analysis is based on the Community Plan and the designations called out as part of the plan. She said the second application is a conditional use application, which is required within the proposed SO District for park and ride facilities and the Code outlines specific requirements related to the shelter details and review criteria. Ms. Rauch said the applications will be reviewed separately and two separate motions will be required.

Ms. Rauch said the site is at the northeast corner of the intersection of Bright Road and Emerald Parkway. She said the current zoning for this site and the areas to the south and west are R-1, and to the north and east are zoned PUD as part of the NE Quad Rezoning.

Ms. Rauch stated there was a public meeting held in January with COTA and City representatives, and the neighbors within the area regarding the proposal and the feedback provided from that meeting is in the packet.

Ms. Rauch said City Council is reviewing a separate action related to real estate and a development agreement. She stated that as part of those discussions, concerns were raised related to the Community Plan and of the Bright Road Area Plan. She said in 1997, the Community Plan Future Land Use designated this site as existing residential. She said when the City undertook the Community Plan update in 2005, they looked at all the future land use designations and area plans. She said through numerous joint work sessions and meetings with the neighbors, the various area plans were developed including the Bright Road area, which originally had shown this site as a multiple-family designation. She said as part of City Council's final review of the Bright Road Area Plan in 2007, Council made a recommendation and voted to change the site to Neighborhood Office. She said those minutes were also included in the packet. She said this designation was retained in the most recent updates to the Community Plan in 2013.

Ms. Rauch said the Future Land Use Map designation is Neighborhood Office, which calls for density not to exceed 9,500-square-feet per acre. She said area plan recommends development with low lot coverages, increased setbacks, and the provision of a transition between the residential and the future office developments. She said the area to the east of the site is zoned for office and the area to west is residential, making this site the corner piece to provide the transition between the uses. She said the most consistent zoning district with the Neighborhood Office designation is SO, Suburban Office District, which is the recommendation of this site.

Ms. Rauch said the Bright Road Area Plan recommends the preservation of the natural features, which would include substantial trees on the site as well as along the creek on the northern boundary. She said future development needs to ensure that those features within the area are accounted for. She indicated the area plan calls for opportunities for improving traffic circulation. She said the completion of the final phase of Emerald Parkway has helped open up and provide better access and traffic movement within the area.

Ms. Rauch said based on the standards of the standard zoning district review, Planning has determined the proposal meets the criteria based on the future land use designation and the specific recommendations of the area plan. She said the proposed zoning district is the most compatible district and provides for office and institutional uses in line with the Community Plan. She stated the recommendation for this site is a recommendation of approval to City Council.

Ms. Rauch said the second portion of this application is the conditional use review. She said under the Suburban Office standards conditional use approval is required for park and ride facilities.

Ms. Rauch noted the proposed site shows two access points; one is off Bright Road and the second is off Emerald Parkway. She said there is a bus lane for the buses to circulate on the site that is separate from the parking area. She said the bus circulation action and route traveling is handled on-site, which is different from the current location on Dale Drive where it is done on the street. She said the setback on this site is based on the width of the right-of-way, which in this area, has been increased significantly from the Thoroughfare Plan and the Community Plan.

Ms. Rauch indicated the proposal meets the parking setback lines but the building setback lines are encroached by the proposed shelter, which is one of the deviations requested as part of the proposal. She said based on the significant setback from the roadway and the proposed landscaping and mounding, Planning recommends the location for the shelter be permitted. She said the Code specifies the shelter be limited to 50-square-feet and the architecture of the shelter coordinates and is harmonious with the architecture of the surrounding area. She said Planning's analysis finds these two requirements to be met.

Ms. Rauch said the specific perimeter landscaping and interior landscaping meet required Code. She said there is a pond at the northern end of the site for stormwater retention and the creek runs along the northern boundary. She said the proposed pond and setback will not disturb the 100-year flood plain.

Ms. Rauch said the applicant is proposing a sign at the property line at the corner of the site. She said Code requires signs to be setback 8 feet from the right-of-way; however, due to utilities within the area that they are trying to avoid, Planning recommends the sign be permitted within the proposed location. She indicated there will be lighting proposed on-site, which will meet the lighting requirements within the Code.

Mike Bradley, Vice President of Planning and Service Development, 5941 Hadler Drive, Dublin, Ohio, said a park and ride facility is preferred next to a main arterial and located north of I-270 with good access

and visibility. He said COTA is looking to consolidate the park and ride facilities with the goal of increasing the number of trips at each park and ride for greater success. He said their consultant has recommended consolidating the park and rides and having more trips making it more convenient for the people by providing direct service to downtown destinations and operate on the freeway network. He said there is an express fee, which is higher than local circulation, which comes with it an expectation that the trip is to be express.

Mr. Bradley said they surveyed the customers that currently use the Dale Drive Park and Ride and determined most of the riders are north of the current location. He said a park and ride is designed for commute trips and is weekday-service only. He said there will be 170 parking spaces on site with a passenger shelter and a separate bus lane. He said COTA will start off with six trips in the am that generally operate between approximately 6:00 am to 8:00 am. He said COTA will run three trips down Riverside Drive to Griggs Dam and three trips on I-270 to SR315. He noted operation for pm would be approximately between 3:45 pm – 5:15 pm.

Mr. Bradley said COTA has 29 Park and Rides and not a single incident has been reported on record. He said the majority of the Park and Rides have security cameras and the noise is reasonable. He said lighting is directed down and light/shadowing does not go outside of their property. He said COTA has no trash problems to note. He reported this is COTA's second highest Park and Ride.

Ms. Rauch said based on this information and the analysis completed, approval is recommended for conditional use as the criteria has been met with the two deviations related to the location of the proposed sign and shelter.

The Chair invited public comment.

Gerry Kosicki, 4313 Wyandotte Woods Blvd., said he understands building a city is complicated and if Dublin is going to be successful in the long run the Bridge Street District needs to be about inventing a city and anticipating all the needs of a dense urban area including transit, safety services, environmental, and economic sustainability. He said the COTA relocation project provides an opportunity to rethink the future of transit needs and options. He said if BSD is going to be based on dense, urban walkability, then it should have priority to future transit needs and space should be set aside for this; the city needs can be addressed systematically. He said Dublin cannot rely on COTA to anticipate future transit needs as BSD is built out over the coming years. He indicated COTA has no credible plans for light rail and what they have proposed in the past has been inadequate. He said the area suffers from the lack of such plans. He said mass transit guides future development and infrastructure has a way of channeling density into areas that can be meaningfully served by mass transit. He indicated the Park and Ride relocation plans on Bright Road seem to be business as usual for COTA by replacing one Park and Ride with another to haul some people downtown and back. He said this will not meet the future transit needs of BSD and the City as a whole. He requested a vision for how a new location for the Park and Ride can best facilitate future development of transit options within BSD and between BSD and other parts of the City as well as the surrounding areas. He urged the PZC to carefully consider both the merits and design of this site as well as how this fits into the larger issue of future transit.

Amy Kramb, 7511 Riverside Drive, said she was representing the East Dublin Civic Association. She reported she attended both of COTA's meetings in January. She said this proposal would be a win for COTA at this location. She said the Smokey Row neighbors are extremely upset about this location because they would lose a bus route. She indicated this site was not the best for the City of Dublin. She pointed out that the future land designation and the area plan state this should be office. She said one day it may be acceptable to rezone this parcel as Suburban Office but premature to rezone it tonight based on this application. She said Emerald Parkway is lined with beautiful corporate headquarters. She questioned why the City is asking to place a parking lot on this prominent intersection on this new

signature roadway that recently just opened as a gateway from Columbus to the City of Dublin and the first parcel being developed along Emerald Phase 8. She said this is suburban office. She said in a work session in 2007, one of the former city staff members, Mr. Combs said that this plan is intended to preserve the key natural features and to maintain the residential character along Bright Road. She said the plan also continues the high quality design in incorporation of offices along Emerald Parkway. She read where Mr. Combs said the concepts give the general expectation for future development with buildings closer to the street, internal parking lots, appropriate landscaping and buffer zones. She said that vision that Staff said was going to be in this area is in nothing like what is being presented tonight. She reiterated that this parcel should not be rezoned tonight.

Ms. Krumb said this is the wrong location for a Park and Ride with regard to the conditional use request. She agreed with the prior speaker-resident that BSD was a much better location. She reported 2013 Census data that showed the City has 21,338 Dublin residents over the age of 16 working in the City. She reported 8,248 of these residents drive alone to work. She said only 74 reported riding transit to work. She referred to COTA's point of origin survey that showed where people come from to ride their services. She said there were 43 riders by adding up the little dots on the survey originating in that area, which extended up to Union County, Powell, Delaware, over to Smokey Row and Columbus. She said there were just 23 dots in the City of Dublin and only 5 of those dots were on the east side of the river. She said if we are looking at this proposal from the City of Dublin's perspective, and their residents, excluding COTA's demographics, we are looking at building a parking lot on land that was \$1.2 million. She said there are more than 25 people present tonight that are opposed to this Park and Ride going to the proposed location. She said the City is in a hurry to acquire this land because it is needed for the Bridge Park District. She said there are other mechanisms for the City to acquire the land. She said the City relocated Spa at River Ridge and they can do that with COTA. She summarized this does not have to happen now and does not have to happen at this location.

Ms. Krumb said vehicular circulation will interfere with the existing circulation around there. She said Planning said it is not going to interfere at all. She said she contests that because Bright Road is not sufficient to handle those trips or those buses at Bright and Sawmill Road. She said that is a horrible intersection at rush hour, which is the exact time these buses will be going through there. She explained that intersection backs up past Inverness every morning and every night as it is and now buses are proposed to be added to the congestion. She said Engineering has repeatedly said Bright Road would be widened to alleviate traffic at this intersection and that when Emerald Parkway went in, there would be less traffic on Bright Road. She said the City is now proposing to allow additional traffic onto Bright Road when the City said they were going to take it off by using Emerald Parkway. She said we will get additional traffic from Smokey Row when their route has been closed down.

Ms. Krumb said this application impedes the development of the area and is harmful economically. She said there will be two residences stuck there between the existing offices to the east if a parking lot is constructed on that site.

Ms. Krumb indicated we should take pride in this corner of the intersection and build something worthwhile on this valuable parcel at this corner. She said the Planning Report states this Park and Ride is going to be an amenity but it is just an amenity for COTA, not for the City of Dublin.

Ms. Krumb said even if people are drawn from Delaware, Powell, and Columbus, there is nothing to keep the riders here. She said they will come, add congestion to our roads, and then will leave the area. She said if the Park and Ride was down in the BSD and riders were dropped off the bus after work, they might grab some dinner at the new restaurant, have a drink at the new bar with a happy hour, hit the gym, or use any number of amenities they could walk to before heading home, spending money in our City.

Ms. Kramb concluded she hopes the PZC votes no to the rezoning and conditional use tonight. She said if the conditional use is approved, there should be a condition added, which is to require COTA to restrict all buses from using Bright Road. She said it would be appropriate for the buses to enter on the south entrance off of Bright Road but always exit north on Emerald Parkway, using the Emerald Parkway and Hard Road intersection. She said COTA is getting everything they want with this application and the residents are not getting anything.

Randy Roth, 6987 Grandee Cliffs Drive, said he is president of East Dublin Civic Association. He said he just learned about this application at the end of December. He said whether Council is going to vote against this or not, the residents are being heard and taken very seriously. He said he is concerned about stream buffer locations and the natural habitat. He indicated the landscaping trees appear to grow right at the edge of the creek. He said 20 feet at the top of the bank should be natural to retain the habitat and the key is the top of the bank. He said we like our coyotes and had them shifted over from Brandon. He said not only should the traffic be diverted from the Sawmill/Bright intersection but consider a way to make it natural.

Mr. Roth said he serves on the Community Plan Steering Committee and served on the Transportation Task Force. He suggested there should be two centers of Park and Rides; one in the BSD and one on Perimeter in the commercial area. He said we could have our own circulator system of buses and suggested working with COTA. He said once you come here, you are far from our Metro Center and the hospital where the jobs are. He read from the website that states "The existing Park and Ride on Dale Drive is in the area that shows potential BSD mixed development and realignment with Dale Drive and any relocation of this facility should minimize service disruptions and should remain in close proximity to the existing Park and Ride." He reported persons with disabilities live between the interstate and along SR161; persons 65 years old and older are in that same parcel. He reported persons in households without a vehicle are in the same area. He said he spoke with some COTA riders and they do not own cars. He said all of this new demographic data really fits our original vision but that is where COTA needs to be to help us. He suggested we take time to consider options and plan this out for an ultimate transportation solution.

Mr. Roth said the City of Dublin voted down a request from COTA to locate near the interchange on the north side. He said every intersection on Sawmill Road by 2030 will have seven lanes. He said we need a decentralized system to pick up Columbus people in Columbus, Powell people in Powell and try to keep them off of Sawmill Road. He said with this plan, COTA will forget about the people of Powell, close the Park and Ride on Smokey Row, and draw all traffic to the jump point. He said we already know all these intersections are going to fail. He said there will not be a Park and Ride between Sawmill Road and US23.

Mr. Roth referred to the Community Plan for Bright Road. He said if this plan is defeated he wants to flip back to the plan they all support. He said this land should be used for multi-family and put the office on the more barren land to the south.

Don Spangler, 3614 Jenmar Court, said there does not seem to be a lot of riders to justify the need. He said the long-time residents of Dublin did not expect to see a parking lot as the first thing constructed on the new section of Emerald Parkway. He said they are very disappointed. He believes there probably is not anyone on City Council that desires to have a Park and Ride in their neighborhood. He said if this is an amenity as described, sitting in a residential area, why it was not an amenity sitting in the BSD where there were a lot more people to use it. He said if the bus would stop where there were restrooms, activities, entertainment, or shops revenue could be made. He said the Park and Ride appears to be a loser as it does not generate revenue and it takes up space. He suggested that if the Park and Ride were located by Chase Bank by Kroger Marketplace on Sawmill Road there is open space and shopping areas besides the grocer and bank. He reiterated at Bright Road and Emerald Parkway, there is nothing. He said people will drive in, get on the bus, and when they return they will get back into their cars and

Dublin will never make any money off of them. He said if this is an amenity, we need to rethink how we look at amenities. He concluded this only seems to be an amenity for approximately 50 people and does not see how this Park and Ride fits the criteria for businesses, entertainment, opportunities, parks and recreational facilities that benefit and protect the majority of Dublin residents.

Scott Haring, 3280 Lilly-Mar Court, said he understands the City owns this parcel and the City's purchase of this parcel was to facilitate a little bit of the frontage and west edge to make this new roundabout. He said he read where this parcel was referred to as over three acres of access land. He asked to clarify that the PZC was being asked to rezone the parcel from R-1 (one house per acre) to Suburban Office and then once that is in hand for the parcel to be used as a parking facility as a conditional use. He stated he did not believe this was the right place.

Mr. Haring said he heard the applicant say they wanted good visibility but he also heard there would be mounding around this so it would be hidden from the street. He added being a block back, west of Sawmill Road, does not sound visible. He said other speakers have noted more recognizable commercial areas where this Park and Ride could be located. He said this proposal reminds him of another facility that is west of Sawmill Road with mounding, which is Dublin Village Center. He recalls hearing years ago that mounding and lack of signage killed Dublin Village Center so he is surprised to hear that these are some of the goals here tonight.

Mr. Haring said he attended the recent City Council meeting that precipitates all this for a new road that is going to bisect the current Park and Ride facility. He said he still does not understand the mechanics that the City could buy the right-of-way on that parcel but it sounds like the preference is to purchase the entire parcel. He said then the City will go back to having two small slivers of excess land. He said it is not clear what happens to that excess land if Dublin does this. He indicated we are a heck of a city to say to COTA you have a Park facility, we would like a sliver of your land for a new road, let us build you a new facility for \$1 million. He said he understands there is supposed to be some land trading and some value but as he had mentioned to City Council 10 days ago, there is another parcel near a roundabout in the City where a little portion of that will be for the future SR161/Riverside Drive Roundabout. He said he understands the City also owns the former Wendy's restaurant lot. He suggested that would be a great place; ±two acres will be taken for the roundabout but it would be a much more 'like for like' and it would be closer to BSD. He said earlier it was stated that the previous goal was to keep it near the BSD and Wendy's lot would meet that requirement. He said there is a line on the map showing a bus route down Riverside Drive and this piece is right next to Riverside Drive. He said he had heard repeatedly from PZC over the years a phrase "the highest and best use for property". He said he went to the party at Emerald Parkway for its opening of the final phase. He was told there were a few more parcels and hopefully big office to come and this parking lot does not seem to fit in the whole spirit of it.

Mr. Haring concluded by stating he hoped the PZC would table this application and consider other ideas or say no; this is not good use.

Robert Cudd, 4281 McDuff Place, said the creek that runs alongside this parking lot, actually runs along the residential area in his back yard. He said he often pulls debris out of that creek, like whenever there is a storm; the stream runs pretty quickly. He said if this lot is fully utilized it will have approximately 44,000 cars parking in it during the year. He said he is concerned about radiator needs, litter, and all the other things that blow into the stream, which feeds right into the Scioto River. He asked the PZC to consider the elements that could go into the stream including the sealants that will be applied to the parking lot. He indicated this is bad for wildlife such as deer, rabbits, and squirrels that are there. He summarized this is a bad idea of putting a parking lot with that kind of capacity right on a stream that feeds into the Scioto River.

The Chair asked if there were any further public comments to be made. [Hearing none.] She closed off the public comment portion of the meeting and invited questions or comments from the Commissioners.

Amy Salay remarked on the phrase "highest and best use". She said that is a development term and it has to be used very carefully because a lot of times a developer looks at a piece of land very differently than we do in Dublin in terms of maximizing what you can get out of a piece of ground. She said she was unsure that they ever wish for "highest and best use" in Dublin as that is a dangerous term.

Ms. Salay asked Staff about stormwater. She asked if pervious paving was considered for the parking lot so there would not be runoff. She admitted she did not know the price comparison from one to the other. She asked if maybe the part that is not going to be used all the time could be pervious. She asked if that question could be answered before this proposal goes to Council.

Ms. Salay said she had a couple of questions for Mr. Bradley of COTA. She said she had spoken to a few people from Smokey Row that attended the COTA meeting and they did not know that they would necessarily lose their park and ride but the bus service might be decreased. She asked him if he could answer that question.

Mr. Bradley said COTA was proposing that but it was not final yet to combine Route 30 with this proposed location. He said the consultants for the transit system review first recommended eliminating it completely. He said the reason COTA left it in was because it was a little bit further from Dale Drive. He said COTA had made a statement if a park and ride is established in the Sawmill corridor they would consider combining the routes. He said they do see the people from Smokey Row using the Dale Drive Park and Ride. He said the watershed for the Park and Ride is pretty large. He said in short, we will not make that decision until the end of May. He said during the transit system review, they considered a lot of changes redesigning the network.

Ms. Salay said what the Smokey Row residents heard, or maybe it was wishful thinking, was that there may be a bus or two removed but that there would still be a facility. Mr. Bradley said that was the residents' suggestion, not COTA's.

Ms. Salay said we have heard a lot of suggestions about keeping a park and ride facility in the BSD. She asked Mr. Bradley how he sees the COTA service within the Bridge Street District working in tandem with park and ride facilities. She said she knows he wants one somewhere on the west side of Dublin in the Perimeter/Avery area. She asked how he sees COTA serving Dublin in the future or would it be something that Dublin would invent themselves.

Mr. Bradley said the long range transit plan was done around 2011. He said even with the Dale Drive location and without the proposed Bridge Street District, COTA was considering a park and ride in Sawmill Corridor as those are the growing corridors. He said in the early 1990s, Dublin was not as extensive and dense to the north and west. He explained the key to a park and ride is capturing people before they get to the highway. He said if they go beyond the freeway they do not want to back up for the most part. He said we have to change with the community. He said COTA is proposing local service on SR161 coming from Sawmill Road over to the Metro Place by 2017. He said the denser an area, the more people will use their service. He said he does not expect the large numbers from the BSD. He said it takes a larger watershed in order to be effective on a park and ride.

Victoria Newell asked Engineering about the circulation with the buses. She thought the buses were going to function at the intersection at Bright Road.

Tina Wawzkiewicz said the site layout shows the Emerald Parkway access as a right in/right out only because there is a median. She said the applicant is proposing to include a left turn lane on Bright Road

to get into the site and the length calculated for that left turn lane is only a 50-foot stacking lane. She said Engineering has been working with them to increase that to 125 feet. She said from a traffic perspective a park and ride is good for the transportation system by consolidating trips. She said Engineering wants to see how things go with Emerald Parkway as traffic patterns have not fully been established there. She said they still believe that the completion of Emerald Parkway will take some burden off of Bright Road as those patterns develop. She said Bright Road will continue to be evaluated, but Engineering is aware there is congestion.

Ms. Newell asked if there was a formal traffic study completed for this project. Ms. Wawszkiewicz said a traffic study was submitted and reviewed by Engineering. She said the details are being finalized and will be completed during the site planning process.

Ms. Newell said that was not included in the packets. Ms. Rauch said the planning report included an overview of the traffic study.

Ms. Salay asked Ms. Wawszkiewicz about a timeframe for improvements on Bright Road. She stated the Community Plan discusses the widening to Bright Road between Emerald Parkway and Sawmill Road to four lanes.

Ms. Wawszkiewicz said it is not programmed at this time and reiterated Engineering wants to understand the traffic patterns of Emerald Parkway before any improvements are made.

Paul Hammersmith agreed with Ms. Wawszkiewicz that traffic patterns have to be established with the opening of Emerald Parkway. He recalled what was said during the update of the Community Plan that they were very uncertain as to what Bright Road needed to be when it grew up and what would happen to the network. He said Engineering would start taking counts later this year to understand these patterns. He reported the City of Columbus is considering a southbound lane addition to Sawmill Road, which will include the Sawmill/Bright intersection. He said working from a systemic standpoint we need to work together with Columbus not only to improve Bright Road but also the intersection of Bright/Sawmill. He said Bright Road could be widened to eight lanes wide but if the capacity does not exist at the intersection it does not matter how wide Bright Road is between Emerald and Sawmill. He explained the controlling factors are always going to be the intersection and again that is the City of Columbus' jurisdiction.

Ms. Salay asked about the timing of the cul-de-sac at Bright Road and Riverside Drive. Mr. Hammersmith said Engineering has not determined that yet. He said it will be discussed during the next CIP update. He said there will be some land acquisition required.

Cathy De Rosa asked about the traffic flow. She said the traffic study is completed and Engineering is evaluating what will happen now that the intersection is open. She asked what the anticipated change is in that demand. Ms. Wawszkiewicz said Engineering's expectation would be for people to gravitate towards Emerald Parkway. She said there is no question that there will still be a delay on Bright Road at Sawmill Road.

Ms. De Rosa asked if Engineering was starting to see that happen or if it was too early to tell. Ms. Wawszkiewicz said there have not been any formal counts as it would not help during the change in the traffic pattern.

Deborah Mitchell asked for clarification about the results of the traffic study. Ms. Wawszkiewicz said the study provided for this site is directly related to the two access points that are proposed and the impacts on the roadways.

Ms. Mitchell confirmed Engineering has completed the review of the traffic study, but it was not included in the packet for this meeting. Claudia Husak said Engineering has conducted the analysis of the traffic study and the numbers were provided in the Planning Report. She said detailed traffic studies are not provided to the Commission for review, because those are under the purview of Engineering.

Ms. Mitchell confirmed the conclusion drawn by Engineering was an extreme traffic problem is not anticipated. Ms. Wawszkiewicz said the use outlined in Community Plan as an office would be a more intense use and generate more trips than the proposed park and ride.

Ms. De Rosa asked if any additional properties were forecast to be rezoned in the near future to align with the Community Plan designation. Ms. Rauch said no additional properties were being considered at this point.

Todd Zimmerman asked if any other locations were considered for the park and ride or if this was the primary targeted area. Ms. Rauch said this is the site we were presented to consider for this particular use.

Ms. Salay said the City needs to consider COTA's request to be located north of I-270. She indicated with the Bridge Street District becoming a reality the City needed to relocate some businesses, which includes the park and ride. She said Council's goal was to determine how to make that happen with COTA as a partner with the City. She said the City owns this land and it was considered to be an option for the relocation COTA. She indicated the use works from a traffic standpoint and that is how the proposal turned in an application.

Mr. Langworthy said the Commission needs to evaluate this site and this use on this site and not focus on where it might be better located. He said ultimately, the site location is up to COTA to determine where they think the best location is and the Commission's task is to evaluate this proposal on this particular site.

Mr. Zimmerman said Dublin will give ownership over to COTA. Ms. Salay confirmed that is what is envisioned.

Mr. Zimmerman said COTA will be responsible for the maintenance of the facility. Ms. Rauch agreed.

Mr. Miller asked if there were options to keep the buses off Bright Road and move the buses across Emerald Parkway to Hard Road.

Mr. Bradley said it would add operational costs for every day they serve this site and there are no restrictions at this time. He said the routes are done very efficiently and not being able to get through on Bright Road would cause a run around every day at 16 times at \$70.00 per hour. He said it adds up and the cost to deliver this service to Dublin is passed on to the passengers, who only pay about 20 percent of the total costs.

Ms. Salay asked if COTA was talking about four trips down Bright Road and two trips down Emerald Parkway. Mr. Bradley said COTA is not sure at this time. He said to provide the best service would be to travel on Sawmill Road to I-270 and travel the freeway downtown.

Ms. Wawszkiewicz said from Engineering's perspective, if this were an office use as it was envisioned in the Community Plan, those trips would not be restricted to any particular route. She said rerouting this particular use, even if those trips went up to Hard Road and came south on Sawmill, they are still using the same intersection, which would be the same level of delay.

Ms. Newell said the retention basin is 11 feet deep and not a very attractive shape as a triangle and extremely close to the creek. She said the suggestion about pervious pavers or underground storage could contribute to reducing the size of the pond. She said this would add a benefit to the site. She referred back to the tree survey noting a good grouping of trees pretty close along the property line. She said if the retention pond is reduced through underground storage there may be an opportunity to reduce a row of parking and extend the green space to the north. She indicated COTA might be able to hold the front parking a little bit farther off of Emerald Parkway and save a few more of those trees that are in that area. She said the plan can be improved and is still bothered with the access along Bright Road. She expressed concerns for the residences across the street and the traffic being too great.

Ms. De Rosa said she had driven around and found the intersection at Bright and Sawmill to be really hard to navigate. She said she was not sure if rerouting solves all the problems because congestion still ends up back on Sawmill Road. She asked if there was any opportunity as far as timing here to think about some ways to advance what could be done at Sawmill and Bright Road. She asked if that was totally out of our hands and if it was a broader conversation with the City. She said waiting until 2018 or 2019 to solve that problem seems impractical.

Mr. Hammersmith said it is going to be a long study process; there are no cheap solutions and again it has to be a systemic approach. He said not only at Bright and Sawmill Roads but they are looking at Billingsley. He said the study will look at the entire corridor and not just one location, and it is not going to be an immediate solution. He said there will need to be funding sources identified. He said in the end, this is going to be a project between \$10 million – \$15 million to implement a correction. He explained this is being driven by the City of Columbus. He said he would report back to City Council as alternatives come forward but it is not going to be something that this project is going to solve.

Ms. Salay thought a decision was made but it looked like prior to that there was a lot of discussion about the Bright Road plan. She said we decided on the alignment of Emerald Parkway, 20 some years ago. She said the properties that are adjacent to the park and ride as you go eastbound toward Sawmill Road, are all in single ownership and being sold for redevelopment. She suggested the neighbors sit down with Staff, PZC, and Council to discuss the Community Plan and possible land uses west of Emerald Parkway.

Ms. Salay agreed with Ms. Newell about holding stormwater underground.

Ms. Newell said Suburban Office is the appropriate rezoning for this site. She said she takes exception to the conditional use.

Ms. Salay addressed stream protection and invited Mr. Roth to speak.

Mr. Roth said it would be nice to have natural woodland for about 20 feet; whole preservation would require more than that.

Ms. Newell said it can be two working together and does not have to be one or the other. She said the design of the retention basin on this plan is poorly functional and has no aesthetic redeeming qualities whatsoever. She said by doing a portion of piping underground and splitting the depth the site design would be improved. She said Engineering can speak to how to best balance the retention. She indicated there is a better aesthetic solution than what we were presented with this evening.

Ms. Newell said she was not in favor of the current plan conditional use. She said it fails to be harmonious to the existing intended character of the vicinity. She said she is comfortable with the rezoning of Suburban Office as it meets the Community Plan. She said there is an option to table this case and return with a revised plan that addresses the Commission's concerns or the Commission can vote on the application as presented.

Ms. Rauch said the City is the applicant for this project. She suggested if the Commission was inclined to vote on the rezoning tonight that portion of the application could be forwarded on to Council. She said Planning could work through the details and comments with regards to the conditional use and come back with a revised plan.

Motion and Vote

Mr. Zimmerman moved, Ms. Salay seconded, to recommend approval to City Council of this rezoning from R-1, Restricted Suburban Residential District to SO, Suburban Office and Institutional District because it complies with the Community Plan. The vote was as follows: Ms. De Rosa, yes; Ms. Mitchell, yes; Ms. Newell, yes; Mr. Miller, yes; Ms. Salay, yes; and Mr. Zimmerman, yes. (Approved 6 – 0)

Motion and Vote

Ms. Salay moved, Mr. Zimmerman seconded, to table this conditional use. The vote was as follows: Ms. Mitchell, yes; Mr. Miller, yes; Ms. Newell, yes; Ms. De Rosa, yes; Mr. Zimmerman, yes; and Ms. Salay, yes. (Approved 6 – 0)

Communications

Claudia Husak reminded the Commission that the early registration for the National Planning Conference ends February 19, 2015. She said if anyone on the Commission is considering traveling to Seattle, Washington, she asked that they get in touch with Flora Rogers with dates and check some flights beforehand so Flora can book the hotel at least. Victoria Newell said she was interested in attending. Ms. Salay said she was going too.

Todd Zimmerman asked if the next PZC meeting was set aside for training. Ms. Husak said the February 19 meeting is a training session in conjunction with ARB and BZA. She explained Mr. Foegler will speak about our history with the BSD and where we are currently; Engineering will provide a transportation update; and Rachel Ray will discuss the form-based Code, which is another aspect of reviews. She said the material is geared more for the new members as the others should already be familiar with the content but are welcome to attend.

Deborah Mitchell asked if it would be beneficial to talk to Rachel Ray or other Staff before the February 19 meeting as she has questions and would like to get up to speed. Ms. Husak said it might be a benefit to all to hear the conversation so it would be better to wait until the 19th. Steve Langworthy said anyone can come in and have a one-on-one discussion with Staff for more detail at any point in time and recommended sending a request via email to schedule a meeting.

Both Ms. Husak and Mr. Langworthy commended the new Commission members on their first meeting as their questions were great.

Ms. Husak said MORPC has offered to come to one of our training sessions. Ms. Newell said that was a great idea.

Mr. Langworthy suggested the possibility of a Planning Commission Exchange in the future.

The Chair adjourned the meeting at 10:15 p.m.

As approved by the Planning and Zoning Commission on March 12, 2015.