

# MEETING MINUTES

## Planning & Zoning Commission

Wednesday, December 8, 2021

### CALL TO ORDER

Ms. Call, Chair, called the meeting to order at 6:30 p.m. and welcomed everyone to the December 8, 2021 Planning and Zoning Commission meeting. Tonight's meeting can also be accessed at the City's website. Public comments on the cases are welcome. To submit any questions or comments during the meeting, please use the form under the streaming video on the City's website. Questions and comments will be relayed to the Commission by the meeting moderator. The City desires to accommodate public participation to the greatest extent possible.

### PLEDGE OF ALLEGIANCE

Ms. Call led the Pledge of Allegiance.

### ROLL CALL

Commission members present: Rebecca Call, Kim Way, Lance Schneier, Mark Supelak, Leo Grimes, Jane Fox

Commissioners excused: Warren Fishman

Staff members present: Jennifer Rauch, Thaddeus Boggs, Sarah Holt, Chase Ridge, Zachary Hounshell, JM Rayburn, Michael Hendershot, Chris Will, Taylor Mullinax, Heidi Rose, Tina Wawszkiewicz, Megan O'Callaghan

### APPROVAL OF MINUTES AND ACCEPTANCE OF DOCUMENTS

Mr. Grimes moved, Mr. Way seconded approval of the October 14, 2021, November 04, 2021 and November 16, 2021 meeting minutes and acceptance of the documents into the record.

Vote: Mr. Supelak, yes; Mr. Schneier, yes; Ms. Fox, yes; Mr. Grimes, yes; Mr. Way, yes; Ms. Call, yes.

[Motion approved 6-0.]

Ms. Call stated that the Planning and Zoning Commission is an advisory board to City Council when rezoning and platting of property are under consideration. In such cases, City Council will receive recommendations from the Commission. In other cases, the Commission has the final decision-making responsibility. Anyone who intends to address the Commission on administrative cases must be sworn in. There is one case eligible for the Consent Agenda. Case 7 – American Share Insurance, 5656 Frantz Road. She inquired if any Commission member requested that the case be moved to the regular agenda for discussion purposes. [No member requested that the case be moved to the regular agenda.]

### CONSENT AGENDA

- 7. American Share Insurance at 5656 Frantz Road, 21-177AFDP, Amended Final Development Plan**

A request for the installation of a 15-square-foot ground sign at an existing office building. The 1.56-acre site is zoned Planned Unit Development District, Llewellyn Farms and is located northeast of the intersection of Frantz Road with Bradenton Avenue.

Mr. Grimes moved, Mr. Supelak seconded approval of the Amended Final Development Plan with the following three conditions:

- 1) The applicant work with staff to assure landscaping compliance for the new ground sign that will be reviewed as part of the sign permit process;
- 2) The applicant match the brick base to the existing brick on the building; and,
- 3) The applicant obtain a sign permit through Building Standards prior to replacement of the ground sign.

Vote: Ms. Fox, yes; Mr. Grimes, yes; Mr. Schneier, yes; Mr. Way, yes; Ms. Call, yes; Mr. Supelak, yes.

[Motion approved 6-0.]

## **NEW CASES**

### **1. Mount Carmel Hospital at 3865 Bright Road, 21-158CP, Concept Plan**

A request for informal review and feedback for a Concept Plan to develop ±35 acres for a proposed development of a 190,000-square-foot, 60-bed inpatient hospital and ambulatory center, and a 90,000-square-foot of medical office. The site is zoned Restricted Suburban Residential District and is located southwest of the intersection of Bright Road with Sawmill Road.

#### **Staff Presentation**

Mr. Will stated this is a request for informal review of a Concept Plan for a Proposed Planned Unit Development. The site is located at 365 Bright Road, northwest of the interchange of I270 and Sawmill Road. The Community Plan identifies three Future Land Use (FLU) recommendations for the 35-acre site. The primary FLU recommendation of Premium Office/Institution encompasses approximately 28 acres. The two secondary FLU recommendations are Standard Office/Institutional encompassing approximately 3 acres along Emerald Parkway, and Mixed Residential – Medium Density encompassing approximately 4 acres along Bright Road. In addition to Future Land Use, the Community Plan prescribes density recommendations. The Premium Office /Institution use is recommended not to exceed 16,500 square feet per acre; this proposal is for approximately 8,000 square feet per acre. The Standard Office, which does not exceed 12,500 square feet per acre is proposed here for 8,000 square feet. The Mixed Residential-Medium Density is proposed for 5 dwelling units/acre. Cumulatively, the Community Plan would prescribe 487,000 square feet of building space and 20 dwelling units. The cumulative proposal for the site is 280,000 square feet. The Thoroughfare Plan component of the Community Plan also provides recommendations. This is important as this site has frontage on prominent thoroughfares – Sawmill Road, I-270, Emerald Parkway and Bright Road. The Bright Road Special Area Plan component of the Community Plan provides specific design and mobility guidance. The Special Area Plan recommends exploring opportunities for an overpass between Emerald Parkway and the Bridge Street District, as well as continued restricted access along Sawmill Road and the widening of Bright Road between Emerald Parkway and Sawmill Road. Phase 8, the last section of Emerald Parkway, completed the Premium Office Corridor between Tuttle Crossing Blvd and Sawmill Road. This was anticipated to be a key

economic driver for the City and proposed to have income-producing property along the roadway. The City also completed a Sawmill Road Corridor Study in 2019, which indicated the need for infrastructure improvements within the corridor. Two key recommendations were an I-270 crossing study and the Bright Road improvement, which the City is studying and advancing. With a rezoning request for private development, the applicant is required to perform a Traffic Impact Study, which recommends any needed offsite improvements to the regional street network. The Concept Plan, however, looks only at internal site circulation, including vehicle, pedestrian and bicycle connections. Along with the PDP and rezoning, there would be a memorandum of understanding with the TIS documenting the existing and anticipated road conditions, site impacts and recommended mitigations. Finally, an Infrastructure Agreement would define the applicant's responsibilities to construct said improvements.

In November of 2021, the Planning and Zoning Commission reviewed and provided non-binding feedback for an initial Concept Plan for the proposed hospital, The Commission expressed support for the proposed hospital and medical uses, but encouraged the applicant to explore a wellness campus concept, integrated greenspaces, physical connections to the site, and to further study building placement and orientation to better leverage the site. Additionally, the Commission expressed a desire to see a full build-out phasing approach for the site. Accordingly, the applicant has provided the phased plan for the site. The first phase will include a central greenspace around which the building campus will occur. The first phase will include a 140,000 square feet, 3-story, 30-bed inpatient hospital, and a 50,000-square foot, 3-story medical office building. The primary site access will be from Emerald Parkway and a secondary emergency entrance from Sawmill Road. In a future phase, a fourth story and a horizontal addition are anticipated, which would add 50,000 square feet to the hospital. An additional 40,000 feet also would be added to the medical office building, as well as a second satellite medical office building and parking lot. In that phase, the emergency drive from Sawmill Road would be connected to Emerald Parkway to provide a secondary access, as well as a Bright Road connection. The full buildout proposal includes: a 190,000-square-foot, 4-story, 60-bed hospital; 90,000-square feet of medical office within two buildings; 1,000 patient and staff parking spaces; a healing garden and shared-use trails. Pursuing a health and wellness campus, the applicant is proposing several types of greenspaces [Descriptions and images depicting the proposed character and landscaping were shown.]

Staff has provided the following discussion questions for the Commission:

- 1) Is the Commission supportive of the proposed land use based on the surrounding context?
- 2) Does the Commission support the revised conceptual site layout including building, parking, and open spaces locations?
- 3) Is the Commission supportive the proposed building mass and scale?
- 4) Does the Commission support the conceptual architectural and landscape character?
- 5) Other considerations by the Commission.

For clarification purposes, Mr. Boggs reviewed the goals of a Concept Plan review, which is primarily to provide input at the formative stages of design.

Ms. Call requested that as they review the Concept Plan, the Commission members consider how it aligns with the Community Plan recommendations and Code.

## **Applicant Presentation**

Jason Koma, 7587 Tullymore Drive, Dublin, OH, project manager, Mount Carmel Health System, stated that since the first Concept Plan review, they have had a dialogue with the East Dublin Civic Association, have joined the Dublin Chamber of Commerce and have embarked in conversations that they hope will lead to partnership with the Dublin City Schools. They are hiring 16 and 17 year olds, which provides opportunity for students considering health care. They have revised the Concept Plan in accordance with the Commission's previous feedback. Tonight, they have provided a phased approach to full development, and the revised plan now depicts a serene and healing presence on the site. Additional green amenities have been incorporated emphasizing the site and de-emphasizing the parking. Mounding and landscaping have been provided along Sawmill Road, the eastern edge of the site, and the Emerald Parkway access is now more park-like. Careful attention has been paid to the stormwater management component. In regard to traffic concerns that have been expressed, he would point out that a lower site density is proposed than is permitted; additionally, hospital-related traffic is spread evenly throughout the day. They will be submitting a Traffic Impact Study with the Preliminary Development Plan. His colleagues will provide more details on the proposed plan.

Mark Bultman, HDP Architects, 333 East Erie Street, Milwaukee, WI stated that their challenge was to define an overall organizational concept that organized all the key elements. With this plan, they have addressed certain components. They have created greenspaces at the access points on Sawmill Road, Emerald Parkway and Bright Road. This is a 4-sided site, which is unique. The greenspace that runs east to west will tie all the entry spaces together. That integrated greenway assists in separating and breaking down the scale of the parking. The line of sight to the building will be through a greenspace view corridor.

Brian Kinzelman, MKSK, senior principal/landscape architect/city planner, 462 South Ludlow, Columbus, 43215, stated that the green reserve collection of greenspace and landscaping has been key to the site organization. It has informed where the building are placed, massed and oriented. There is no back side to this campus, which is located on a key gateway corner of the City. They have been looking at this corner for 40 years. The landscaping along the I-270 interchange and roadways will be intentional, signature landscaping announcing the special character of the site. The woodlot along the Bright Road portion of the site will be preserved. A future access through it to the site will be strategically located. Most of the stormwater management will be accomplished along the Emerald Parkway frontage in a sculpted, intentional landscape scheme. There will be usable public plaza spaces at the buildings and connected pathways. The character of those spaces will be consistent with that of Dublin, Ohio. [inspirational images shown.]

### **Commission Questions**

Mr. Way complimented the applicant on the revised plan, which is very responsive to the Commission's earlier input. There is now a big idea and a vision. He loves the integration of the open space through a community wellness site. The way the road bisects the site needs to be explored further to better integrate it. The green zone along the Emerald Parkway frontage appears unfinished; the greenspace should encompass the entire frontage. He believes the green zone that extends from the north to the building could better embrace the hospital on the front and east. He has two questions. The massing rendering depicts a 5-story building. Is that a future plan? The applicant indicated the depiction was an error.

Mr. Way inquired about the loading docks.

Mr. Bultman responded that there will a place for deliveries to be made, including at the hospital. There will not be loading docks, per se.

Mr. Way stated that it is important that the loading or service areas be integrated into the site with limited visibility. Additionally, he noted that the previous plan showed the heli-stop location as further out in the site. He understands those cannot be located too close to a hospital. Are they continuing to explore the location?

Mr. Koma responded that they have consulted with a helicopter ambulance service regarding the design and space needed. A helistop experiences minimal traffic – perhaps a couple of flights a year to transport a patient from the facility. The needed space has initially been spec'd out with an air ambulance pilot, and that will continue throughout the planning process.

Mr. Bultman stated that at the end of the building would be an infusion space for cancer patient treatments, near the terminus of the Bright Road greenway.

### **Public Comments**

Kyle Rush, 4143 MacDuff Way, Dublin, OH:

"Thanks for the information. The only comment I have, again, relates to the entrance on Bright Road. The road backs up to the residences in Inverness. A little nature preserve area will not help. Widening Bright Road to accommodate the proposed entrance will only make the area worse for residents of that village and anyone else passing through, as traffic will be increased substantially. The main entrances to the site should be located on Emerald Parkway, away from the residents' homes. If there is insistence for an entrance there, maybe Bright Road should dead end into Sawmill Road. This would force people to use Hard Road and the eventual bridge crossing over I-270 between Tuller Road and Emerald Parkway. Either way, the entrance is not a good idea."

Melinda Todaro, 7325 MacBeth Drive, Dublin, OH:

"I am concerned with the traffic on Bright Road between Emerald Parkway and Sawmill Road. This is an area that experiences congestion. Pre-pandemic, the 5:00pm traffic would back up to the traffic circle. Is a plan being developed to deal with the traffic in that corridor?"

Gina Bray:

"As a local resident, who travels Emerald Parkway frequently, I have many concerns with the proposed Mt. Carmel campus plan, primarily with traffic congestion impacting Sawmill Road. Sawmill Road at I-270 and Sawmill Road at Hard Road are consistently congested, causing multiple collisions per week. Dublin also encourages the support of nature and conservation. I fail to see how an addition to another large-scale industry falls within the long-term vision of protecting our environment. Secondly, there is a free-standing hospital less than seven minutes away and a free-standing emergency site in Powell, off Sawmill Parkway north of this proposed hospital. Not to mention the recent construction and opening of the Rehabilitation Hospital off Sawmill Road in Dublin, Mt. Carmel Hospital currently has a Hilliard campus and a campus off SR23 in Delaware. To expand to Dublin seems unnecessary in an already well-saturated market offering emergent outpatient and long-term medical care. Lastly, I would like to see a community survey distributed to local residents asking if they support the proposed hospital campus. Concretely verifying a need would show the Commission if construction would be serving our Dublin community."

### **Commission Discussion**

Mr. Grimes stated that this plan is a far better fit, orientation and use of the property than the prior plan. The proposed greenspace and stormwater facilities are great; however, the primary issue is

traffic and access. This project could be used to help leverage improvements for everyone in the area. The issues at Sawmill Road will need to be mitigated to get traffic in/out of this facility. He has heard previously a suggestion to terminate Bright Road at Sawmill Road. He would defer that suggestion to Engineering to determine the benefits and advisability of doing so. As more development occurs to the north into Delaware, the traffic issues will only increase. He likes the building and greenspace orientation on the property.

Mr. Schneier inquired if the intended uses have changed since the previous plan.

Mr. Bultman stated that no changes have occurred beyond the evolution of the building organization.

Mr. Schneier stated that the plan indicates approximately 480 parking stations may be required for the hospital, and 471 are provided. What would be the reason to add more parking spaces?

Mr. Bultman stated that design is an iterative process, and the last week or so, they have been looking into scaling back parking spaces to minimize the amount of impervious surface created. He anticipates the number of spaces will further evolve before the next plan review.

Mr. Schneier stated that one diagram showed pedestrian access to the hospital no access looping out on the east side. The lobby area would seem to provide an opportunity to continue the pedestrian access further.

Mr. Bultman responded that the intent was to create a respite space for staff on the other side, separate from the public.

Ms. Fox stated that she was impressed with the revised plan, which takes advantage of the opportunity to create a wellness campus, not just a wellness building. She appreciates the thought invested in the green streetscape and the greenway approaches to the buildings. As a previous Mt. Carmel nurse, she can recall the gardens in front of the old Convent, which were places people visited. She believes that in addition to the medical element, there are also spiritual, faith elements to healing. Additionally, the serenity that emanates from nature - openness, light, water and greenspaces, contribute to healing. Patients often are fearful upon entering a hospital, and the feel of the approach to the campus can benefit the health care the patients will receive. The impression of wellness of both the exterior and the interior will make this campus much more effective. She agrees with Mr. Way that it would be beneficial to wrap the greenway corridor all the way around the site. Staff has encouraged the applicant in the direction of traditional architecture. In Dublin, the use of natural materials is emphasized, but she would not want to discourage the use of curvilinear, light and reflective spaces. There is opportunity for public art, as well. The outdoor space on the campus should encourage people to take a walk – that is a wellness touch on its own. She is confident the traffic issues can be worked out.

Mr. Supelak stated that he would concur that the revised plan is remarkably better than the previous layout. He likes the proposed greenspaces. He concurs with Ms. Fox on the use of architectural materials. The inspirational images depict the use of materials that are not average, and he would encourage pursuing that direction. Slide 15, for instance, "Interstate Experience," has some compelling architecture. There is opportunity here for some fun, compelling architecture, and he would encourage embracing that opportunity. The last slide, "Campus," depicts the use of art pieces and light tendrils, which are elements that encourage people to linger and remember. Continuing in that direction will make this a great plan.

Ms. Call stated that the Commission appreciates the applicant's provision of more detail in the revised plan than may typically be provided with a Concept Plan. The Commission has encouraged the applicant to continue in the direction of interesting architectural ideas, such as the light tendrils. There are transportation issue concerns, but the Concept Plan is not intended to address those in detail. The Commission has indicated that the plan proposes the right direction, and with our combined efforts, we can achieve a development of which all will be proud. We look forward to welcoming Mt. Carmel to the community.

Mr. Koma thanked the Commission for their helpful feedback and staff for their collaboration on the project.

Mr. Way stated that because this development will be located on a gateway site in Dublin, and the architecture will be seen by many, it must be outstanding. He is confident the applicant can deliver accordingly. He is excited to see the plan evolve.

## **2. 4000 W. Dublin-Granville Road, 21-128CP, Concept Plan**

A request for a review of a Concept Plan for the construction of a ±6,900-square-foot, one-story, multi-tenant commercial building. The 1.98-acre site is zoned Bridge Street District, Sawmill Center Neighborhood and is located ±500 feet northwest of the intersection of W. Dublin-Granville Road with Dublin Center Drive.

### **Staff Presentation**

Mr. Hounshell stated that this is a Concept Plan for 4000 W. Dublin-Granville Road. This Concept Plan differs from the previous plan reviewed. Because this site is in the Bridge Street District, a determination of the Commission is requested. Should the Concept Plan be approved tonight, the applicant is also requesting the combination of the Preliminary and Final Development Plans, which is in the purview of the Commission. This is the second time this application has come before the Commission for review. The 1.98-acre site is located in the Sawmill Center Neighborhood zoning district. The site is currently vacant with a number of mature trees along the western property line. There is a low-lying entry feature, decorative wall and sign on the southeast corner. The sign would remain, as it applies to the Lowe's property to the north. The proposed site is identified as one of the Lowe's development outparcels. These outparcels have strict deed restrictions that influence development of the site. Deed restrictions are private agreements between property owners that are completely distinct from zoning regulations. The City is tasked with implementing the Community Plan and administering the Zoning Code incrementally over time. The City does not establish, apply, or enforce deed restrictions. The Lowe's outparcel deed restrictions limits the size of development, number of structures, height of structures, and minimum parking requirements. The review of this application is based solely on the applicable requirements of the Bridge Street Zoning Code. A 50-foot AEP electric easement is located along the west property line. The proposal does include the future development of Village Parkway, which is considered a district connector and principal frontage street on the Bridge Street network map. It is not included with the construction on this site. Should the application move forward, the applicant would be required to continue to work with staff to finalize the implementation and construction of the street extension. [Existing site conditions shown.] This site is located on at the intersection of the future Village Parkway and the current West Dublin-Granville Road, which are both principal frontage streets. To the north and east are private drives – Banker Drive to the north and an access drive

to the east. The applicant is proposing a 6,830-square-foot multi-tenant commercial building; a quick serve drive-through accessory use for an eating-drinking use; and a loft building type. This case was reviewed previously by the Commission on October 7, 2021 and was tabled at the request of the applicant. The previous and current Concept Plans were shown for comparison purposes. The applicant has provided updates in response to the October 7, 2021 Planning and Zoning Commission meeting, when the proposed Concept Plan was tabled at the applicant's request. Commission provided feedback primarily with respect to the drive-thru request and building type. At the time, the Commission raised the following concerns:

- the drive-thru may impede the intent of a pedestrian-oriented development;
- a commercial building type may not be appropriate on this site.

Since the October 7, 2021 meeting, the following revisions have been made:

- sidewalks have been added through and around the perimeter of the site;
- the building sections for Tenants B and C have been separated and a pedestrian pathway has been added through the building to connect to the pedestrian paths through the center of the site and the rear parking lot to W. Dublin-Granville Road;
- a wider landscape buffer of existing and new trees and shrubs has been added between the parking lot/drive-thru and the access drive for additional screening; and,
- the drive-thru portion of the parking lot has been modified to reduce its impact and to enhance the eastern edge of the site.
- Two additional open space nodes have been added on the center and the northeast corner, increasing the open space to 1,700 square feet. A larger landscape buffer has been provided along the east property line to screen the proposed drive-through.
- The number of parking spaces has been decreased to 68 parking spaces.
- Three building entrances have been added to the front to make the building more accessible to the streetscape and the height of the parapets has been reduced slightly.

Although the lot coverage has been increased to 73.8% due to the addition of open space pocket plazas and the modified parking layout, it remains under the required 80% lot coverage for Loft Buildings. The changes proposed by the applicant are intended to address the concerns of the Commission, and decrease the visual impacts of the drive-through on the site. However, staff continues to have concerns about the drive-through being able to meet the Conditional Use criteria, should it proceed to the Preliminary Development Plan stage. The BSD was created to encourage and develop well-defined, pedestrian-oriented development that is distinct from the typical auto-oriented development (drive-through uses) in other areas of the City. Auto-oriented development affects the intent for the layout of sites and negatively impacts the access to and safety of pedestrian facilities. Drive-through uses are generally not encouraged based on the items listed above and have been previously granted only for banks. Staff is not supportive of the proposed accessory use. Should this plan move forward, staff would recommend the applicant pursue a Loft Building Type, instead of a Commercial Center Building Type to maintain the development intent for this corridor. The proposed architecture is contemporary with parapet roof lines on a single-story building. A selection of wood, brick and metal building materials are depicted on the conceptual drawings.

Based on the review of the criteria, staff recommends disapproval of the Concept Plan due to the following:

- 1) The proposed development pattern, specifically drive-thru restaurant and rear-oriented, single-story commercial building, does not meet the intent of the Bridge Street District to



establish a pedestrian-oriented, urban community as identified in the BSD Code section 153.059(A) and does not meet the BSD Vision Plan.

- 2) The single-story commercial buildings are in direct conflict with the BSD-Sawmill Center Neighborhood District standards and Building Type standards for mass, scale, and height of development along W. Dublin-Granville Road.
- 3) The development does not implement the Lots and Blocks, Street Network Map, and Principles of Walkable Urbanism concurrent with development, which delays incremental implementation of the BSD framework and sets a precedent for future auto-oriented development along W. Dublin-Granville Road.

Staff also recommends disapproval of the request to combine the Preliminary and Final Development Plans.

### **Applicant Presentation**

Nelson Yoder, Principal, Development Partners, Crawford Hoying, 6640 Riverside Drive, Suite 500, Dublin, Ohio, 43017, stated that this is the fourth or fifth iteration of a development for a very challenging site. The primary issues are the deed restrictions on the site, which predate the Bridge Street Code by at least 10 years. Lowe's has refused to consider dropping the deed restrictions. This is an important site located on SR161, but they are not permitted to construct a building exceeding 7,000 square feet, practically, a one-story building. On the adjacent site, which does not have the same deed restrictions, they will be constructing a two-story medical office building with ground-floor retail, which meets the BSD Code. For this site, they are attempting to identify a project that is additive to the BSD Code and addresses the concerns previously identified. Primarily, they have attempted to buffer and isolate the impact of the drive-through from the pedestrian connectivity through the site.

Chris Meyers, Myers & Associates Architects, 232 N. Third Street, Columbus, OH 43215, stated that the deed restrictions limit their ability to accomplish the objectives of the BSD and community. The criteria not met are primarily the Building Type and the drive-through. A number of variances would be necessary to accomplish a Loft Building Type. They have taken the October 7 feedback from the Commission and incorporated it to the extent possible in the revised design.

### **Commission Discussion**

Mr. Way inquired if they had considered adding a ground level parking deck behind the building. It would double the number of parking spaces.

Mr. Meyers responded that one of the deed restrictions is a parking limit. They cannot increase the number of parking spaces beyond that the parking and square footage restrictions. A parking deck would provide too much parking on the site.

Mr. Yoder responded that the deed restrictions limit the site to 7,000 square feet of total developed area.

Mr. Schneier inquired if any consideration has been given to a walk-up window as well as the drive-through.

Mr. Meyers responded that they have. The strategy for how the façade treatment can occur, rather than a protruding box addition is tricky. A walk-up area is more possible on the southeast side, facing the public open space.

Ms. Fox inquired if there were ceiling height restrictions in addition to the 7,000 square feet development limitation.

Mr. Meyers stated that per the deed restrictions, the height limitation is 28 feet. Their proposed height is 20 feet. They could probably bump that up slightly, but two stories is not possible. They studied the possibility of faking a second story within a height of 28 feet, but proportionately, the building would be off. Consequently, they have hovered around the massing concept of three distinct smaller buildings more proportionately scaled. Per the last meeting discussion, there may be the possibility for a centerpiece feature with a height of 28 feet. As the concept plan evolves, and they begin to strategize the interior components, it may be possible to cloak the mechanicals and exhaust with form to achieve more height in addition to minimizing the view of the mechanicals.

Ms. Fox inquired if the building extends to the front property line. Although a 5-foot encroachment is permitted, there is never enough space in front. This site is located along a thoroughfare. When she sits in the patio space at Starbucks in Dublin, she can smell the diesel fumes of passing trucks. She would prefer to see the building pushed back more.

Mr. Meyers responded that element was discussed at the previous meeting, and this building now has been set back. They also have manipulated the façade. When it was split to achieve a pedestrian pass-through, the coffee shop – the east portion of the building – was pushed back to create a better distinction of the transition space between the road, sidewalk and open public space and the building. They have made some adjustments

Ms. Fox inquired how much the building had been set back. When sitting along a busy thoroughfare, it is not easy to have a conversation and the traffic smells detract from the experience.

Mr. Meyers stated that the building is now set back 15 feet, in some places, a little more. The west side of the site has been activated with the patio, the buffer and the extension of the sidewalk. As defined by Code, there is a public greenspace in the middle of the site. To the right, more depth has been added to the transition space, providing a better view of the coffee shoppe.

Mr. Yoder stated in regard to the height, if space were to be added to a second floor, the building would need to be made shorter, which would impact the lining along the street.

Mr. Meyers stated his firm also designed the Penzone building, which is a Loft Building Type. It does have a second floor space which accommodates the mechanicals. However, the compact nature of that building is much different than is possible on this site. In regard to addressing diesel fumes, there are shoulder-height seat walls on two areas of the proposed patio, which help wrap the building and achieve the impression of being within a coffee shoppe, rather sitting next to the road.

### **Public Comments**

No public comments were offered.

### **Commission Discussion**

Mr. Grimes stated that he appreciates the effort that has been invested in the plan, attempting to make it work with so many restrictions. The changes made have been very nice. However, ultimately, the plan remains in too much conflict with the Bridge Street Code, more than is acceptable.

Mr. Supelak stated that he has a different view. The applicant has done a very good job within a difficult situation. Much has been done to cultivate the pedestrian experience along SR161. Some of the revisions made, including the primary walkway from the north into the site, are very nice. He believes something should also be added to the west side of the site. The building does not make connection to the street at all, aside from the restaurant plaza. The increased buffer helps; the drive aisle becomes less of a problem. They have created pedestrian circulation all around the site. The passage through the building is nice. The building, however, is very horizontal, flat, a single height. They have suggested the height of the center portion could be increased. However, it might be possible to increase the height of the bookend sections and the center portion lower. The second story element could be faked, similar to what they did with the Penzone building. While he is generally supportive of the proposed plan, he is not comfortable with combing the preliminary and final development plans. He would want to stipulate conditions regarding height adjustments, in particular.

Mr. Schneier stated that he is supportive of the Concept Plan. They have done a great job addressing all of the issues presented. We do not like drive-throughs, and while we might want to be a community without drive-throughs, the world is changing. With the preferred approach, we would be telling people if drive-throughs are what they want, go somewhere other than Dublin. He believes the City needs to acknowledge our changing world. The applicant has done a good job with screening the drive-through. Given the circumstances, he does not feel bound by the Code. He would like to learn if any changes could be made in the building height to achieve more variation. Other than that element, he supports the Concept Plan.

Ms. Fox stated that she appreciates the thought the applicant has invested in addressing the deed restriction difficulties. The intent is to have a pedestrian—friendly streetscape, and the Code has been written to accomplish that. In some cases, that Code works for us; in some cases, it does not work. In this case, the Code is hurting us, because the result will be an empty site here. However, the applicant has attempted to tackle the issue. In return, the Commission needs to consider the possibility of a hybridized approach. Although the plan is not entirely where it needs to be, it is beginning to get there. The proposed building still reads as a commercial building type across the front. The height needs to be increased at some point. Within the urban streetscapes of Granville Avenue or High Street in Clintonville, the buildings organically are different. The proposed building still reads as a commercial strip center; that must be broken up. She appreciates the fact that pedestrians have been brought to the front of the site; however, the walkway is too close to the drive-through. More separation is needed. She appreciates that the building has been set back. More activity along the front will increase business; but if it continues to resemble a strip mall, people will drive by. They need to focus on enriching the feel of the streetscape. She agrees that the height needs to be increased somewhere to achieve the more organic, Granville Avenue look. She believes the drive-through works. We need to make room for alternative vehicles with wheels, such as golf carts, but we do not want to sacrifice the pedestrian opportunity. This plan offers pedestrian connectivity throughout the site. She is unsure of the proposed space in the middle of the parking lot. She would not want to sit there without a cover overhead. Because it seems unusable, she would be interested in seeing that space moved close to the building. She would support having a lower-height building here, acknowledging the restrictions. Having a Loft Building Type does not automatically increase the pedestrian experience. In comparison, look at the Oakland Nursery site, where there is a significant level of pedestrian activity. Therefore, she believes energy can be achieved with the proposed plan, elevating the height and improving the outdoor spaces.

Mr. Way stated that since the last meeting, he has spent time assessing this site and the corridor. While we have a vision for that corridor, it is a long-term vision. It will take a while to get there. To have parcels like this at key locations sitting vacant does not make sense. The applicant has worked very hard to achieve the intent of the Code to bring activity to the streetscape. They are doing that, but he would like to see even more activity along that edge, if it could be integrated. The applicant has addressed many of the issues to make this a viable, inviting site. The proposed plan could be an asset on that corner. Development changes over time, so 20 years from now, there may be something else here. He is supportive of the Concept Plan.

Ms. Call stated that she appreciates that this is a difficult parcel. The deed's square footage and height restrictions along with the Bridge Street Code, discourage development. Ms. Fox has suggested that a hybridized approach might be a possibility. The difficult points for her are the proposed drive-through, which allows for vehicle-pedestrian conflicts. There is too much activity occurring within a very small footprint. Currently, staff is recommending disapproval. She is supportive of a hybridized approach, if it could be made to make the City more supportive of the development. While she could be supportive of the Concept Plan, she would not be supportive of a Preliminary Development Plan, as currently proposed.

Mr. Grimes moved, Mr. Supelak seconded approval of the Concept Plan.  
Mr. Schneier, yes; Mr. Way, yes; Ms. Fox, yes; Ms. Call, yes; Mr. Supelak, yes; Mr. Grimes, no.  
[Motion carried 6-1.]

Mr. Supelak moved, Mr. Way seconded approval of the combination of the Preliminary Development Plan with the Final Development Plan.  
Mr. Grimes, no; Mr. Supelak, no; Ms. Call, no; Ms. Fox, no; Mr. Way, no; Mr. Schneier, no.  
[Motion failed 0-7.]

### **3. 5274 Cosgray Road, 21-142CP, Concept Plan**

A request for an informal review and feedback for a Concept Plan to develop ±101.1 acres consisting of single-family, detached and single-family attached units. The development is divided into two subareas, one consisting of 160 units and the second consisting of 345 units with a gross density of 5.0 dwelling units per acre. The site is zoned Rural District and is located east of Cosgray Road, ±1,300 feet south of the intersection with Rings Road.

#### **Staff Presentation**

Ms. Holt stated that this is a request for Informal Review of a proposed Planned Unit Development on a site located 1,300 feet southeast of the intersection of Cosgray and Rings Roads. It is bounded by Cosgray Road on the west, the CSX Railroad on the east, and is located south of the Village of Amlin. The site is comprised of farmland and woods. The site is zoned R-Rural District and is adjacent to Washington Township and the City of Columbus. The Future Land Use Map in the Community Plan shows this site as "Mixed Residential Medium Density". Contemplated within that category are "areas where greater walkability and pedestrian orientation at a village scale are desired, at a maximum density of 5.0 du/ac. Areas are intended for integration around Village Center developments." The specific Southwest Special Area Plan of the Community Plan anticipates a Village of Amlin gateway with a mixed-use village center and mixed residential,

medium density on an alley-type of system; open space on the east side; and 200-foot setbacks along the railroad and along Tuttle Crossing Blvd. The 2013 Thoroughfare Plan contemplates extension of the Tuttle Crossing Blvd. northwest through this property. The 2020 Feasibility Study contemplates a 116-foot right-of-way to accommodate bike lanes, a detached shared-use path, and a median. The recommended alignment in this study shows an overpass at the railroad, along with the entire right-of-way being located on this project site. Cosgray Road south of Tuttle Crossing Boulevard is contemplated to be a Major Arterial, with a 120-foot right-of-way. Cosgray Road north of Tuttle Crossing Boulevard to the CSX Railroad crossing is shown as a Collector, with a 70-foot right-of-way. The proposal for the 101 acres with a density of 5.0 dwelling units per acre. The development would be comprised within two development pods: The northern pod consists of 31 acres with 160 units that are detached single-family. The southern pod is approximately 37 acres with 345 units, a mix of attached and detached units. Surrounding development consist of Hayden Farms to the south with 4.9 du/acres; the Village of Amlin to the north with .53 du/acres; and 0.25 du/per acre lots in Washington Township to the west. [Development details of the two pods reviewed. Proposed elevations were shown.]

Staff has provided the following questions for discussion purposes:

- 1) Is the proposal consistent with the Community Plan and the Special Area Plan?
- 2) Is the Commission supportive of the proposed density and conceptual site layout?
- 3) Does the Commission support the development setbacks as shown?
- 4) Is the Commission supportive of the conceptual open space locations including preservation of natural features?
- 5) Does the Commission support the conceptual product types presented with the application?

### **Applicant Presentation**

Aaron Underhill, Underhill & Hodges, 8000 Walton Parkway, New Albany, OH, attorney for the applicant stated that with him are Greg Chillog, Edge Group and Paul Coppel, principal, Schottenstein Homes. He stated that the proposed densities exceed the Community Plan provisions. The railroad, a wooded area, the anticipated Tuttle Blvd. extension, and the impact of existing City of Columbus development to the south are impacting this site. The anticipated extension of Tuttle Crossing Blvd. has not yet been scheduled in the City's CIP budget. It will probably be ten years before that roadway project occurs, but the site must be developed in accordance with the City's long-range plans. The property owner who would be impacted by that future project, who is also selling them this land, is open to that conversation. He has indicated support for their obtaining the Commission's feedback on the proposed development. Combining the required right-of-way and setbacks encompasses large amounts of the property, making it unusable for private purposes. As currently proposed, 8.5 acres or 10% of the site will be used to accommodate right-of-way and setbacks for the future street connection. The roadway extension and the railroad tracks dictate the type of development that can occur on the site. On the western edge of the portion of the property south of the future Tuttle Crossing extension, a cottage product is anticipated, similar to that in Ballantrae Woods. To the east, a townhome product is anticipated; to the north, there would be a housing product that could integrate with the Village of Amlin. They are anticipating a product that would have a public street behind the units, with the units fronting open space, not public streets. There would be rear-loaded, detached garages.

### **Commission Questions**

Mr. Way inquired the reason the alignment of Tuttle Crossing Boulevard extension includes a jog to the south.

Greg Chillog, Planner/Landscape Architect, Edge Group, 330 W Spring St #350, Columbus, OH 43215, stated that based upon the 2013 Thoroughfare Plan, they contemplated the roadway would extend around the woods and through this property. That is their preferred alignment; however, the current engineering study proposes a straight roadway extension. They have attempted to minimize the amount of right-of-way and buffer on the site to achieve a buildable zone on the south end of the property. Because the complete boulevard will not occur in the initial phases of the project, the idea was to split the boulevard along the property line, recognizing the engineering study indication that the road would cross the railroad further east.

Mr. Way inquired if the roadway would cross the railroad tracks at an elevation if it would involve the embankment on both sides?

Mr. Chillog responded affirmatively. At the highest point, the embankment is at 100-150 feet, tapering downward. They have attempted to keep this as far from the woods as possible.

Mr. Way stated that his assumption was that they were moving the roadway to the south to avoid the woods.

Mr. Chillog indicated that was correct.

Ms. Fox stated that the Tuttle Crossing Boulevard Study provided five alternatives; the City recommended Alternative 2. Is this proposal consistent with that alternative?

Ms. Holt responded that this proposal is Alternative 2, with the exception of the right-of-way landing width on this property.

### **Public Comments**

Bruce McLoughlin, 5131 Brand Road, Dublin, 43017, stated he and his wife raised their family in Dublin and are invested in the community. He and a partner own 70 acres directly across the street, which has frontage on Cosgray and Rings roads. They have questions about the anticipated utility extensions and the roadways. They have been waiting quite some time for the extension of water and sewer in this area so that they could develop their property. They are hopeful that the Commission will ensure either that these developers size their utilities sufficiently so they can be extended across the road, or involve them to ensure that occurs. Property owners on the west side would like to continue the development of this area. Additionally, the intersection of Rings and Cosgray roads is significant, handling a large volume of traffic. Although it is not part of this development, he would recommend that the City take a focused look at how that intersection will be addressed long term. He attended a presentation 3-5 years previous that indicated Tuttle Crossing Boulevard would be moved west from Wilcox Road to Avery Road; that has not occurred. Now, it is proposed that Tuttle Crossing Blvd will be extended across the railroad tracks to Cosgray Road. Is Dublin going to allow a new Tuttle Crossing Blvd section at the west end without completing the area at Wilcox Road, or will all this area be addressed so that the roadway will work?

Ms. Call requested Mr. Hendershot to explain the overall thoroughfare plans for this area.

Mr. Hendershot stated that the provision of sanitary sewer and water in this part of the community is difficult, and Engineering has been studying this for some time. Specific to the site in question, the sanitary sewer and water access would be extended from the south. However, extending it as far north as the west side of Cosgray Road would need to be studied.

Ms. Call inquired about the thoroughfare plans in this area.

Mr. Hendershot responded that the Plan shows the extension of Tuttle Crossing Boulevard to Houchard Road. No additional studies have occurred regarding the alignment.

Ms. Call inquired if the Wilcox Road portion was covered in the same study.

Mr. Hendershot responded affirmatively. That is the Tuttle Crossing Boulevard Phase 1 project. It has been planned but not funded.

Jody Dzurainin, Columbus Hayden Farms, 5709 Aderholt Road, Dublin 43016, stated that she has resided in this Columbus neighborhood directly south of the site in question for 12 years. She would like to comment on the southern portion of the proposed development, She encourages the developer to choose a home style and density that is compatible with their community, which is comprised of free-standing homes in three sizes – cottage, carriage and village homes. The proposed development will back up to the least dense properties, the Village Homes. She would like to propose that the southern portion of this property be annexed to the City of Columbus, which would achieve a more efficient delivery of public services and safety. Completion of the Tuttle Crossing Boulevard and railroad overpass will create a service island, resulting in inefficiency and confusion. Annexation would designate the new Tuttle Crossing Blvd as the municipal line. She inquired about the timeline of the development.

Ms. Call requested Ms. Holt to address the anticipated timeline.

Ms. Holt stated that this is the first stage of a three-step development process. Essentially, the timeline for that is chosen by the applicant. The development review process could take a number of months.

Mr. Underhill stated that there will be multiple steps and hearings. He would not be surprised if that process has not yet been completed by Christmas of next year. This project will not break ground before 2023.

Mr. Way inquired if the applicant had contemplated any north-south connection through this site.

Mr. Chillog responded that it has been considered. As the development plan evolves, that will be taken into consideration further.

Mr. Underhill that it would need to recognize the disturbance that would occur to the treed area.

### **Public Comment**

Eric Wayland, 5325 Cosgray Road, Dublin, OH:

"Focusing on the proposed development for now, I object to this proposal, as well as any other future proposals regarding land surrounding my property, because I am worried that the already horrible traffic will get much worse. I also really do not want a development built across from his property, as there are already more than half a dozen housing options of all types and sizes within a half mile in any direction of this proposed development. I would prefer for it to stay farmland for as long as possible, if up to me. At the very least, something should be done to ease the traffic before building any additional housing in this area.

### **Commission Discussion**

Ms. Fox stated that the Community Plan indicates a village concept here. She has come to realize that the City is reacting instead of being proactive about intentional types of development in the remaining parcels the City has. The Community Plan also indicates the intent to maintain a rural

landscape aesthetic. The development to the south within Columbus's jurisdiction is very dense. With Ballantrae Woods, the City has moved more towards a very dense and less unique and timeless development. The proposed development is not consistent with the Community Plan and the village concept. The intention of the Plan is to break up the density. With the proposed plan, there is one look. A PUD must be better than a typical subdivision would allow. The intent of a PUD is that the development be more unique and more attentive to the aesthetics of open spaces and curvilinear street. She is concerned with the cookie cutter look the City is getting. Similar to Emerald Parkway, Tuttle Crossing Boulevard will become very important. Without having adequate setbacks, she cannot be supportive. She believes the housing product needs to be more unique, village-centered, and sensitive to the rural environment and the Amlin community. At this time, she is not comfortable with the Concept Plan.

Mr. Schneier stated that he would reiterate Ms. Fox's comments. This area borders on a very rural area. What would fit is a development surrounded by farmland. Notwithstanding that, what is proposed is a cookie cutter development. There is a great opportunity here to do something quite different. There is very little in the Concept Plan that he likes.

Mr. Way stated that he believes the density should be flipped -- the village concept should be located along the north. As development in the City moves to the west, there is the opportunity to do something different. It should not resemble development within the central area of Dublin. There is an opportunity to test different types of village products. While the proposed character may be "village," the layout and density are not.

Mr. Grimes stated that he agrees. There is a great opportunity here to make this a very important property because of the proposed Tuttle Crossing Boulevard extension. This will be a desirable area, with quick access to the freeway. There are opportunities to create a node here between the highway and the Village of Amlin. It will be important to look at the future re-sale of the identified housing products.

Mr. Supelak stated that he concurs. The site is difficult, but it is also difficult to react to the Concept Plan, as it is very limited in what is articulated at this point. This site may be the first piece of a greater Master Plan. Looking at the proposed discussion questions, clearly, the proposed development is not consistent with the Community Plan and the Special Area Plan. He would agree that the density needs to be considered relative to the Special Area Plan. He does not support reducing the desired setbacks. A large portion of the proposed housing product already exists en masse, which makes them less agreeable. Commissioners would recommend a different path be taken.

Ms. Call stated that she also has concerns about the proposed density. However, she would not necessarily be opposed to a little more density here, as long as it achieves a village feel. There are some communities along Hyland-Croy Road, such as Corazon, that blend a village product nicely with open space and acre parcels. There are village products that could work well. The applicant has 100 acres here -- a blank canvas to paint. The Commission is interested in partnering with the applicant on a new development of which the City can be proud of, that would be the lynchpin for a new corridor in Dublin. This will be a southern gateway into Dublin. There has not yet been a lot of development in this area, but there is opportunity.



Mr. Underhill stated they are disappointed not to have more support; however, it does appear there is some support for density, if done correctly, and a different product type. He is unsure of the type of product that would be acceptable. Would the Commission be supportive of apartments?

Ms. Call responded that she would not support 100 acres of apartments. However, an apartment building within surrounding lower density and mixed-use might be an option.

Ms. Fox responded that there is a benefit to mixed housing styles. What concerns her, however, is that this area of Dublin is all beginning to look the same. There is no energy within these developments. They are simply housing units stacked upon houses and more houses. A village concept provides an opportunity to incorporate a lifestyle on 100 acres. If they can devise a plan that mixes housing styles but also creates a place that is enjoyable to walk through or around to reach Amlin – that could be a village concept. However, we are weary of seeing the same product everywhere without any sense of uniqueness or timelessness.

Mr. Underhill responded that might be possible on the northern section; on the southern section, however, that would be a struggle.

Ms. Fox stated that it is not so much that an apartment building is unattractive; it is the context in which it sits – what is offered around it. There must be a partnership between the building, landscaping and streetscape.

Mr. Underhill responded that they would look into the possibilities.

Mr. Supelak inquired about the bifurcation of City services here between Dublin and Columbus.

Mr. Boggs responded that all of the land in this application is within the City of Dublin jurisdiction. Dublin obtains its water and sewer infrastructure through an agreement with the City of Columbus. Those issues lie within the purview of that agreement, which is ultimately a City Council question. Fire services are provided by Washington Township. Police services would continue to be provided by the City of Dublin. There are mutual agreements that provide ability for municipalities to provide support to one another along the abutting edges of the communities; for instance, whichever agency is closest to a fire addresses the need.

Mr. Underhill stated that due to the sheer size of the road extension, some relief on the required setbacks would be appreciated.

Ms. Call requested Commission support for moving Cases 5 and 6 ahead of Case 4, to accommodate the residents present.

Commission members indicated support.

**5. Oak Park, Subarea F at 7050 & 7055 Oak Park Boulevard, 20-192FPD, Final Development Plan**

A request for development of 12 single-family lots on a 3.47-acre site zoned Planned Unit Development District, Oak Park Subarea F. The site is located west of Hyland-Croy Road, ±700 feet southwest of the intersection with Brand Road.

**6. Oak Park, Subarea F at 7050 & 7055 Oak Park Boulevard, 20-193FP, Final Plat**

A request for the subdivision of a 3.47-acre parcel to establish 12 single-family lots. The site is zoned Planned Unit Development District, Oak Park Subarea F and is located west of Hyland-Croy Road, ±700 feet southwest of the intersection with Brand Road.

### **Staff Presentation**

Mr. Ridge stated that this is a request for review and approval of a Final Development Plan and a recommendation of approval to City Council of a Final Plat for a ±3.5-acre site within the Oak Park neighborhood. The site is located on the west side of Hyland-Croy Road, approximately 650 feet southwest of the intersection of Hyland-Croy Road and Mitchell-Dewitt Road. It is currently undeveloped and contains no significant natural features. On November 20, 2006, this area was rezoned from R-Rural District to PUD by Ordinance 74-06. On March 15, 2007, a Final Development Plan for the single-family residential components was approved, and on August 7, 2008, an Amended Final Development Plan was approved. City Council approved Ordinance 52-17 for the Rezoning with a Preliminary Development Plan to convert an area previously approved for 36 townhome units to single-family lots within Subarea D on September 11, 2017 based on a recommendation of approval by the Commission on July 13, 2017. On August 22, 2019, the Planning and Zoning Commission reviewed and provided informal, non-binding feedback on a Concept Plan for a portion of Subarea E in Oak Park for the potential development of 12, single-family homes where commercial development is currently permitted, and in June, 2020, City Council approved the PDP/Rezoning and Preliminary Plat with seven conditions. Those conditions primarily addressed the maintenance schedule for the private drives, updating the HOA Declarations to reflect the rezoning conditions, and deeding Oak Tree Drive North and South to the City. Oak Tree North and South, including the bulbs, will become public streets. The Law Director has reviewed the conditions and determined that those that could be satisfied at this point have been satisfied by the applicant. Staff has reviewed the application against all applicable criteria and recommends approval with the conditions as indicated.

Mr. Boggs stated that one of the conditions of the rezoning was inclusion of certain items in their Declarations associated with the subdivision as well as creation of additional operating assessments and a segregated fund for the future maintenance of the remaining private drives. The applicant has complied with those conditions. The remaining considerations for the Commission are typical with the Final Development Plan review.

### **Applicant Presentation**

Christopher Cline, Haynes, Kessler, Myers and Postalakis, 300 W Wilson Bridge Rd, Suite 100, Worthington, OH 43085, Worthington, representing the applicant, Oak Park Dublin, LLC, stated that also present with him is Linda Menerey from EMH&T. The layout of this plan has approved by City Council. The Final Development Plan and Final Plat provide approval for the implementation of the rezoning/PDP as approved by City Council. As approved and agreed, the applicant will be depositing the \$25,000 into an I&J pavement fund to be established for future pavement maintenance, repair and replacement of the private drives. In addition to the rezoning/plat changes, all of the 7 conditions approved by Council have been incorporated into the Amended Covenants for Oak Park, which will be recorded when the Final Plat is recorded. The conditions have been satisfied and the applicant requests the Commission's approval of the Final Development Plan and Final Plat.

### **Public Comments**

There were no public comments.

### **Commission Discussion**

Mr. Supelak requested confirmation that everything has been satisfied as agreed upon.  
Mr. Boggs responded affirmatively.

Ms. Fox stated that the residents brought forth their concerns, and the developer worked very hard to address those concerns and reduce the costs of maintaining the roadways in this development. It has been a long process, which has now been completed.

Mr. Grimes moved, Mr. Way seconded approval of the Final Development Plan with two (2) conditions:

- 1) The applicant continue to work with staff to ensure the Combined Mail Unit box is appropriately located.
- 2) The applicant continue to work with Engineering to demonstrate compliance with stormwater management requirements as defined in Chapter 53.

Vote: Mr. Schneier, yes; Ms. Fox, yes; Mr. Supelak, yes; Mr. Way, yes; Ms. Call, yes; Mr. Grimes, yes.

[Motion carried 6-0]

Mr. Grimes moved, Mr. Way seconded a recommendation for Council approval of the Final Plat with one (1) condition:

- 1) Any minor technical modifications be made prior to submittal to City Council for final approval.

Vote: Mr. Supelak, yes; Mr. Grimes, yes; Ms. Call, yes; Ms. Fox, yes; Mr. Way, yes; Mr. Schneier, yes.

[Motion carried 6-0]

#### **4. Mobility Hub, Dublin Recreation Center at 5600 Post Road, 21-181INF, Informal Review**

A request for an informal review and non-binding feedback for the construction of a Mobility Hub located at the Dublin Community Recreation Center. The 56.81-acre site is zoned Planned Unit Development District, Coffman Park and is located north of the intersection of Coffman Park Drive with Post Road.

### **Staff Presentation**

Ms. Mullinax stated that this is a request for an Informal Review of a proposed mobility hub to be located at the Dublin Community Recreation Center. Mr. Rayburn will be presenting an overview of the mobility hub implementation within the City.

Mr. Rayburn stated that this is a multi-year, multi-phase effort that began in 2017 with a public workshop that gathered public feedback from residents regarding where they would like the City to focus on expanding mobility and support the community's evolving mobility needs. In the first phase, priority areas were carved out. Those priorities included:

- (1) Micro transit (Shuttle and circulators);
- (2) Shared Micro Mobility (Bike share and scooters);
- (3) Mobility Hub Concepts;
- (4) Secondary wayfinding on shared use paths;
- (5) Complete and smart streets, vision zero

Mobility hubs are still conceptual in this region. They designate a space to co-locate at least two modes of transportation. They serve as a transfer point between the mobility options. They function separately but they can be connected. The intent is improve the quality of life by providing mobility independence for those who cannot drive vehicles and also to support the work force. The hubs can serve as landmarks for orientation within the community. If the mobility hubs are located and programmed appropriately, it is anticipated that the mobility hubs will lead to a reduced dependence on the automobile. In regard to locating a hub at the DCRC, they have met with the Public Services Committee and provided information indicating that this site is appropriate for a shuttle shelter as well as a docked bike share and micro mobility parking. The community is supportive of mobility hubs at the proposed pilot locations.

Dublin Staff has identified approximately 15 to 20 proposed locations for mobility hubs in Dublin. Four locations are being prioritized in ideal areas to introduce the concept to Dublin. Such places will combine significant opportunity to attract user activity with proximity to City or community facilities. Phase 1 included the following sites: DCRC, CML - Dublin branch, North Market Bridge Park, Frantz Road & Metro Place North. In August 2021, an AARP Community Challenge Grant for \$20,000 was awarded to the City. This grant program is part of a larger national effort known as "AARP Livable Communities," which aids local communities with quick-action projects that help make communities more livable for people of all ages. The grant award is for a project to provide an accessible shelter at the DCRC adjacent to the senior lounge, incorporating an ADA compliant ramp, as well as other enhancements. AARP Ohio has specified a project completion date of July 30, 2022, and the project timeline includes deadlines that must be met to meet that completion date. Construction on the mobility hub is projected to start in late spring. The Commission's feedback from this Informal Review will be provided to the Public Services Committee in January 2022 for their consideration; subsequently, this application will be scheduled for Commission review and approval in February 2022. The intent is to complete final designs, solicit bids and award a construction contract thereafter as quickly as possible. The goal is to begin construction in May to be completed by July 2022.

Ms. Mullinax reviewed the project site. Since 1995, there have been multiple AFDP's for site modifications including a DCRC expansion, which included the Senior Lounge (1998), and the addition of two bocce ball courts in 2005, which are located just south of the proposed project area. The bocce ball courts are anticipated to become an outdoor space for yoga and other group activity space. This location was selected as the inaugural mobility hub due to its proximity to the Senior Lounge, ridership data from the Dublin Connector Shuttle, and favorable feedback from the Public Services Committee. The Commission is requested to provide non-binding feedback for the conceptual design. Included in the meeting packet were inspirational images of mobility hub shelters. Staff is recommending materials, such as wood, glass or stone, because the materials closely align with those used for the DCRC building, and are the exterior materials designated in the Coffman Park Master Development Plan. The following discussion questions have been provided to facilitate the Commission's discussion:

- 1) Is the Commission supportive of the mobility transportation modes proposed for the DCRC mobility hub?
- 2) Is the Commission supportive of the proposed amenities the DCRC mobility hub will offer including a kiosk, heating/cooling, Wi-Fi, etc.?
- 3) What architectural style of the DCRC mobility hub shelter does the Commission support?
- 4) Is the Commission supportive of the proposed shelter materials, which may include stone, wood, glass, etc.?
- 5) Does the Commission feel that the proposed mobility hub shelter design should take design cues from the existing DCRC building or stand out in its design and proposed materials?
- 6) Other considerations by the Commission.

### **Consultant Presentation**

Justin Robbins, Automated and Connected Vehicle Planner, HDR Design Services, 2800 Corporate Exchange Drive - Suite 100, Columbus, OH 43231, stated that they are working with staff on the concepts and final design for the mobility hub. In developing the design they considered three primary areas: the DCRC building, the parking area and the context of nearby the multi-use trail. The current location of the fire hydrant presents an issue, and the sidewalk within that area may need to be widened. Due to the compressed schedule and budget, the intent is to incorporate predesigned structural elements into a more customized approach. They looked for available commercial shelters that might be available within a short timeframe. The concern is that type of shelter may not be reflective of Dublin's preferred architectural character. They are focused on making the shelter less of a waiting area and more of a front porch to the building, which would also incorporate the mobility modes. It may be possible to make it a flexible public space that can include movable furniture, as well as the covered bicycle parking. [Conceptual images shown.]

### **Commission Questions/Discussion**

Mr. Schneier inquired if any consideration was given to incorporating a public restroom.

Ms. Mullinax responded that no restroom is being considered for the mobility hub. There are public restrooms in close proximity within the Dublin Community Recreation Center.

Mr. Schneier stated that he does not believe the design should mimic the existing building. He would prefer to see a more contemporary look, iconic but non-Irish.

Ms. Fox stated that it is important that this mobility hub address the needs of the users, many of whom will be seniors. Therefore, it must be sheltered and be comfortable. Although it will be a place to park bikes, this hub should address the overall vision that there will be many other ways seniors will use mobility. In regard to the architectural style, she likes the intent to make it a front porch to the Recreation Center. Because of its rear location, it does not have to look like the Recreation Center; however, its design must make the building look better. It must not look like a bus stop, but have a fresh look. It should provide a feeling of being embraced in the space and have a view of the greenspace in back; essentially, it should provide a safe, happy atmosphere. Each of the mobility hubs incorporated in the overall plan should reflect the context of their surrounding environments. These hubs should provide opportunities for seniors that they cannot obtain elsewhere. They should also include an informational component that is multi-user friendly,

and there will be an opportunity to provide wayfinding. There should be no “green roofs,” as they are difficult to maintain.

Ms. Call stated this an opportunity to be creative in the manner in which the mobility hubs evolve throughout the City. The hubs could include placemaking elements and provide an eclectic character. They could take cues from the environment or stand out from it. Art elements do not need to be particularly costly. With this particular hub at the DCRC, there are opportunities that should reflect the needs of the clientele. Some suggestions could be incorporating a Little Free Library or a history-telling electronic device.

Mr. Supelak stated that his comments would be similar to those shared. This should not appear similar to a bus stop. The individual mobility hubs should all be different and provide a placemaking nature. Essentially, amenities should be included within an artistic architecture. There should be informational or museum-like elements.

Mr. Grimes stated that he loves the concept. Amenities should be included to the extent possible. If the architectural style of the mobility hubs will be thematic, the City already has a principal hub or node at the terminus of the pedestrian bridge that provides elements that could be incorporated into the design of the hubs. He is supportive of the concept.

Mr. Way stated that this area is part of his daily morning walk. If they can relocate the fire hydrant and the light and clean up the space, it would be an improvement. He believes this is the right place for the mobility hub; the space needed something. However, they should have a vision for all of the space. This could become an exciting space. He believes the proposed elements that will be included are correct. This is an opportunity to brand mobility in Dublin, although it does not need to be repetitive throughout the City. From a sustainability aspect, perhaps solar elements could be incorporated in the canopy. This site is located next to a fitness center; perhaps the fitness element could be extended into the hub. Perhaps a treadmill could be included, which could be utilized while watching information provided electronically. Currently, this corner has issues, due to the roadway access, Currently, it curves in front of the DCRC; perhaps it could be straightened and extended to Downpatrick Street, it might provide ability for vehicles to move out of the main travel area. He agrees the architecture does not need to be consistent with the DCRC building. The branding opportunity should be taken advantage of but in context with the environment.

Ms. Call inquired if the applicant or contractor required any additional feedback.

Mr. Robbins stated that they required no additional feedback.

## **COMMUNICATIONS**

Ms. Rauch thanked Commission members for their service this year, and provided a reminder of City Council Member Greg Peterson’s Retirement Reception at 5:00 p.m., Thursday, December 16, 2021.

Ms. Fox reported that due to the recurring issues with insufficient area in some developments for patios, City Council has requested the Commission to consider and then provide recommendations for amendments to the design guidelines related to setbacks and lot coverage. The PUDs are not providing the level of product intended. She has driven by several areas within the City to review developments. The frontages are not being varied; houses are lined up across the front. With the

cottages in Ballantrae, the streetscape is very monotonous, and the rear patios are extremely small. We should be creating opportunity for a lifestyle in these developments. City Council has requested this, and this is a task that must be undertaken by the Commission.

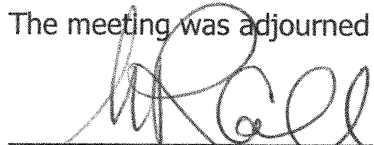
Ms. Call inquired about the opportunity for scheduling workshops in 2022 to address several issues that have been identified.

Mr. Way recommended that a PUD pattern book be provided to assist the Commission in its reviews of proposed developments.

Ms. Rauch responded that a work session would be scheduled in first quarter 2022 for consideration of several identified topics.

The next regular PZC meeting is scheduled for Thursday, January 6, 2022.

The meeting was adjourned at 10:21 p.m.



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Chair, Planning and Zoning Commission



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Assistant Clerk of Council