

MEETING MINUTES

Planning & Zoning Commission

Thursday, January 20, 2022

CALL TO ORDER

Ms. Call, Chair, called the meeting to order at 6:30 p.m. and welcomed everyone to the January 20, 2022 Planning and Zoning Commission meeting. She stated that the meeting also could be accessed at the City's website. Public comments on the cases were welcome, both from meeting attendees and from those viewing at the City's website. Remote viewers could submit questions or comments during the meeting by using the form under the streaming video at the website. Their comments would be relayed to the Commission by the meeting moderator. The City is interested in accommodating public participation to the greatest extent possible.

PLEDGE OF ALLEGIANCE

Ms. Call led the Pledge of Allegiance.

ROLL CALL

Commission members present: Rebecca Call, Warren Fishman, Lance Schneier, Mark Supelak, Leo Grimes
Commissioners excused: Kim Way, Jane Fox [no longer will be serving as Council liaison/Commissioner]
Staff members present: Jennifer Rauch, Nicole Martin, Thaddeus Boggs, Michael Hendershot, Chris Will, Tina Wawszkiewicz

APPROVAL OF MINUTES AND ACCEPTANCE OF DOCUMENTS

Mr. Grimes moved, Mr. Fishman seconded approval of the December 8, 2021 meeting minutes and acceptance of the documents into the record.

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

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. Ms. Call swore in those present who anticipated testifying on the administrative cases.

INFORMAL REVIEW

1. 3 Metro Place at PID: 273-010449, Informal Review, 21-156INF

Ms. Call stated that this application is a request for Informal Review and feedback for the proposed construction of two, four-story, multi-family buildings consisting of 265 units, amenity spaces, and associated site improvements within the context of a framework plan. The 27.48-acre site is zoned Office, Laboratory and Research District and Planned Unit Development, Waterford Village, and is located southwest of Metro Place South ±2,400 feet west of the intersection with Frantz Road.

Staff Presentation

Ms. Martin stated that this proposal was previously considered by the Planning and Zoning Commission on November 16, 2021. In response to the Commission's feedback, revisions to the plan have been made and are presented tonight for further consideration and feedback. There are two sites under consideration this evening. Phase 1, Site 7, is a 12.75-acre site located southwest of Upper Metro Place S. partially within Metro Center and partially within Blazer Research District. Phase 2, Site 6, is a 19.01-acre future development site located north of Blazer Parkway and south of Smiley Park within the Blazer Research District. In response to the Commission's previous comments, the applicant has provided a conceptual framework plan, as well as phasing. Phase 1 will be a multi-family residential development located in proximity to the potential future development. The site will be connected via greenways to the overall park network within the City. The conceptual plan proposes vehicular access from Metro Place South to Blazer Parkway and establishes a grid in which future development could occur in an orderly manner. This area is within the Dublin Corporate Area Plan (DCAP) Special Plan area. Even though the site has a variety of existing zoning classifications, it is proposed to be rezoned to a Planned Unit Development. The Community Plan is the guiding document. The DCAP highlights specific development sites for opportunity, which the City is interested in leveraging for redevelopment to invigorate its legacy office areas. The sites under consideration are Sites 6 and 7, which have an additional level of detail beyond the Future Land Use recommendations, which are MUR1 and MUR2. Site 7 is recommended for a variety of uses, including office development, high-density multifamily, and hospitality. The intent is to add buildings of height along the highway and complement the surrounding office buildings, providing activity 24 hours/day. Site 6 is intended to provide a residential use to support the surrounding office and technology uses.. Both pedestrian and vehicular connectivity would be provided and the quality of greenspaces emphasized. [Images of the surrounding development character shown for context.] The surrounding office structures include one nine-story and two four-story buildings reflecting the traditional architecture typical when Metro Center was built. The western edge of the site is adjacent to I-270. The applicant is seeking the Commission's feedback on the proposed Phase 1 site plan, including the site layout, uses and development character. Consistent with the previous iteration, the revised proposal for Phase 1 is for two, four-story, multifamily buildings, containing approximately 265 units with a density of 21 dwelling units/acre; the Community Plan contemplates 30 dwelling units/acre. Surface parking is proposed on all four sides of the buildings, including adjacent to I-270. A private amenity space is located centrally. The buildings are proposed to be primarily clad in a dark gray brick with a wood-look Nichiha material used for architectural accents. The buildings include modern loft fenestrations with black frames. Outdoor patios and shared roof-top terraces are incorporated into the building design. The following questions have been provided for the Commission's discussion:

- 1) Understanding the development framework plan, is the Commission supportive of the proposed use for the Phase I site, based on the Community Plan and surrounding context?
- 2) Does the Planning and Zoning Commission support the conceptual site layout including building, parking, and open space locations for Phase I?
- 3) Is the Commission supportive of the conceptual mass, scale and height of the buildings?
- 4) Is the Commission supportive of the proposed architectural character and building materials?
- 5) Is the Commission supportive of the conceptual development framework for the Future Phase?

Commission Questions for Staff

Mr. Fishman stated that when this area was rezoned, the argument was made that the existing office tenants were in need of amenities, such as restaurants, health spas and uses, which would eliminate their need to drive elsewhere for those needs. The timing of this proposed project off; it would place more people within this area, still without adding any amenities. That does not solve the problems of

the empty office buildings and the need for the existing office users to drive elsewhere for needed amenities. His understanding was that mixed-use would be considered first. This plan would exacerbate the existing problem.

Ms. Martin responded that it is correct that the intent of the DCAP Special Area Plan is to reinvigorate the legacy office space within the City, particularly with the recent pandemic experience and the ways in which people now are working. To remain competitive as a municipality, the intent is to re-think how we look at some of these established areas within the City. The DCAP was well timed to provide a framework to catalyze development within the area. It is a question of which should come first, the people or the restaurants. Typically, people are needed first to support the restaurants and create 24-hour vitality in the area, including on weekends. This area is very quiet on the weekend.

Ms. Call asked Ms. Rauch to review the timeline and Community Plan recommendations for this particular area.

Ms. Rauch stated that DCAP in its original form was approved in 2018. The Community Development Committee (CDC) and representatives of the property owners of the inner loop of Metro Center have been focusing on possible improvements for that area, particularly along Frantz Road, including the branding, uses and mix of development that would be appropriate there. Proposed amendments for that inner loop area are being introduced to City Council at their next meeting on January 24, with anticipated approval at the second reading of the legislation.

Ms. Call inquired about the proposed recommendations.

Ms. Rauch responded that the proposed amendments focus on the opportunity for infill development in the area along Frantz Road and propose more density and intensity to support redevelopment within the Metro Center area.

Applicant Presentation

Jim Russell, Executive Vice President, The Pizzuti Companies, 629 North High Street, Columbus, OH 43215, stated that he has been with The Pizzuti Companies for 24 years, and for that length of time, they have attempted to market this site while developing three of the adjacent office buildings. Although the site has great visibility, it is a challenge to add more office where there is already an abundance of office space. They were very excited when the City began to advance discussions on how to invigorate this area. Along with a desire to include beautiful projects, it is essential to function within the existing market; this factor determines where they can invest money. The recent experience with Metro Center has been that high occupancy and restaurants have left the area. It is important to evolve with the market, and today, people want to live closer to where they work. They also desire a walkable, connected environment with respite areas. The question is how to achieve that within an older, established office park. The City's efforts are commendable; not all communities in Central Ohio are doing this. The opportunity to add intensity and density here will generate the in/out traffic the businesses will need to energize the area. Mixed uses are needed here, and they are willing to take the chance on adding residential to an area that was not traditionally residential, because it reflects the current market. They have advanced acquisition of the adjacent property, per the Commission's previous direction. Council's input tonight will provide them more comfort on improving and advancing the project.

Mr. Schneier inquired if the proposed architectural design reflects the applicant's desires or what they perceive the Commission to desire. Have they explored other designs that were not advanced for various reasons?

Mr. Russell responded that if a design will not work both financially and with the market, they would not propose it. They take pride in how a development looks and interacts and have attempted to create a design with a unique feel that fits within the neighborhood and existing buildings. Although adjacent to

I-270, the proposed buildings also will be adjacent to and have views of green areas. There is an opportunity to create a hidden, but connected oasis. They believe the proposed architecture will meet the market.

Jeff Pongonis, Principal, MKSK, 462 S. Ludlow Street, Columbus, OH 43215, provided an overview of the site plan, including the size, scale and location of Sites 6 and 7, which are located in the middle of the study area. The proposal aligns with the Dublin Corporate Area Plan. Adding some residential use will provide density and reinvigorate the existing single-use office park. It will also create a series of connectivity opportunities, including roadways, sidewalks and trails and make a connection to Cosgray Ditch and Smiley Park, which run east-west of the site. To the left of the site is an opportunity for a connection from Metro Place to Blazer Parkway. They would like to connect the City's landscape and regional green assets to Metro South and Blazer, making it not only a focal point for the proposed projects but for the entire Metro Place corporate area. In response to Mr. Fishman's comment about the intent to add amenities to this office park, it is important to provide the density first. In addition to people working there, people living there would provide 24-hours/day life within the area that will support restaurants and retailers. [Reviewed the framework plan of Phase 1 and Phase 2 for the two sites.]

In Phase 1, connection will be provided from Metro Place South and a street-like environment created in front of the Phase 1 buildings. The site plan illustrates a possible connection to Blazer Parkway, beginning to create a street grid and walkable neighborhood that is connected to the public streets and also to the greenway system. There are constraints with the Phase 1 site, including overhead, east-west power lines and an underground, east-west gas line. The site plan places the buildings north of those lines; infrastructure, parking, stormwater and some open space have been placed south of those lines. They are attempting to use the site as efficiently as possible to create a neighborhood environment. The main drive enters the site from the north and extends south to the Phase 2 site. It is not designed to end at a parking lot with head-in parking, but a street with parallel, on-street parking. Another constraint is the Cosgray Ditch and floodplain. As reflected on the site plan, the interior courtyards will be rich, robust with amenities and pool. The exterior of the site will be landscaped well and will be connected to the Phase 2 site and the east-west greenway corridor.

Liz Meso, Senior Designer, M+A Architects, 775 Yard Street, Columbus, OH, stated that this site has a long throat entrance, which will be leveraged to create the impression of a hidden oasis. The primary architectural material is masonry; the secondary material is a wood-like fiber cement panel. From a massing perspective – there will be two buildings of a simple block form, which will relate to the adjacent office buildings. The biggest asset is the expansive (nearly an acre), hidden garden in the center. It will not be gated but provide a connection with the amenities along Cosgray Ditch. The stormwater retention component will provide a water feature surrounded by a shared use path. The trail network will provide a benefit not only for the residents of the proposed development but also the nearby office workers. Because of the gas and electric easements, the buildable area is approximately 0.86 acres; the proposed density of Phase 1 is 31 units/acre; the density of the entire 12.6-acre site is approximately 20 units/acre.

Commission Questions

Ms. Call inquired if consideration had been given to a taller building and more units.

Mr. Russell responded that they appreciated the fact that the City was encouraging them to go bigger and taller. They considered the potential for an 8 or 9-story podium building, but the economics did not work. At staff's suggestion, they also contacted adjacent property owners regarding the potential for a shared parking arrangement, which would allow them to consider a higher-density development. However, no property owner was interested in shared parking. Consequently, they have proposed 4-story structures, which will be consistent with the adjacent office buildings.

Ms. Call stated that he had mentioned a podium building, so she assumes they investigated the potential of elevating the building and providing parking underneath.

Mr. Russell responded that they had done so, as they were aware of the opportunity provided by the existing 9-story building to the north. However, if they had been able to propose the 9-story building, it would have over-shadowed the adjacent 4-story buildings to the east. They have considered all the possibilities and proposed a building that is economically feasible but also complementary to the surrounding development.

Mr. Schneier inquired if the proposed number of parking spaces was driven by Code requirements or the market. Hypothetically, if the City were to permit fewer parking spaces, would that impact their ability to consider a higher building?

Mr. Russell responded that they typically look at the market, also knowing that they must meet Code requirements. There is no available adjacent parking, and the potential residents of these luxury residential units would object to a necessity to park a distance from their building. They do not believe it would be advantageous to lower the number of parking spaces to build a higher building. Their proposal is based on both the market and the site.

Mr. Schneier noted that if the intent is to market this as a luxury residential project, none of the parking appears to be covered.

Mr. Russell confirmed that it was not.

Mr. Fishman stated that consistent with his previous comments on this proposal, he is not enthused about its nearness to and view of I-270. Podium parking for the same number of units would have permitted more greenspace in place of the proposed surface parking. For many reasons, if he were one of the prospective residents, he would prefer parking beneath the building rather than an outside parking lot.

Mr. Russell responded that the costs require a tradeoff, and their preference is to invest in the quality of the rental units. They believe the site plan provides a large amount of greenspace and the desired connections for the Metro Place residents. They have looked at all the options and attempted to achieve the right balance here, while making the economics work.

Mr. Fishman stated that the Commission is not looking for another Bridge Park development here. However, this is an entrance point to the City, and it is important to have as much greenspace here as possible. He would be much more in favor of podium parking than what is proposed.

Mr. Russell responded that although not expected to replicate Bridge Park, the City's desire is for higher buildings and greater density, which is similar to Bridge Park. There is more greenspace and green connections here than exists in Bridge Park. People prefer choices. While some folks desire living within a more active area, like Bridge Park, there are also people who want to live near but not in it. Their preference is a quieter place in the evening, but with connections and greenspace. This would provide a place for the adjacent legacy office workers to live nearby. The issue is identifying the mix that will work with the market.

Mr. Fishman stated that one of the primary issues the neighborhood residents voiced when the rezoning of this area was being considered was the need to preserve the greenspace. He would encourage the applicant to eliminate a view of even more vehicles. Because the proposed buildings will exceed three stories, they will have elevators, which makes podium parking more feasible. That would be more desirable than surface parking and buildings located close to the highway.

Mr. Russell stated that they do not disagree, but this is primarily an economic issue. They constructed the two adjacent office buildings with underground parking, but that was made economically feasible only by the City investing in the project. Building costs have increased significantly today. However, with

this location, the current housing market and available housing, he believes people will be interested in living here.

Commission Discussion

Mr. Supelak stated that the issue with the previous iteration was that there was no context. The applicant now has provided that in a meaningful manner. In spite of the many site constraints, the proposal reflects sensitivity in many ways. His primary discomfort stems almost solely from the relationship of the proposed residential to the highway. The building's relationship to I-270 remains the same as in the previous version – fully facing the highway. As he has continued to consider this issue, his position has become even more adamant. Dublin does not have residential uses located adjacent to highway. This entire corridor is comprised of large-scale commercial buildings. In scouring the entire outer edge of this area, there are only one or two small points where residential abuts the expressway, and those areas are well endowed with tree buffers. What is proposed here would be an exception, and his personal discomfort is increasing due to that factor alone. He is not generally averse to placing a residential use within this area; such an inclusion would be beneficial. He agrees with the need for sequencing residential and retail development. He is not averse to residential being located on Site 7, but is not supportive of residential abutting the highway. There remains an opportunity for a mixed use. It may require further manipulation of the massing and parking in order to expand the buffer more robustly and avoid having a residential building with a direct view of I-270. Buildings located adjacent to a highway are the least desirable in which to live. He applauds the positive elements -- the connections, the creative use of the floodplain and detention pond, and treating the drive aisle as a streetscape. However, the building on the left remains a major concern.

Public Comment

The following public comment was received:

Gerald Kosicki, 4313 Wyandotte Woods Blvd., Dublin, OH, 43016:

"There is much to like about this, but the lack of covered parking seems to be a huge issue. Can you really call this a luxury apartment with just a parking lot?"

Deb Allard stated that she previously worked at Quantum Health. When Quantum Health located in Metro Place, the employees were advised of four or five potential residential areas within the area. Cardinal Health also is located nearby, so there are many employees who might be interested in the proposed residential units. She believes there is potential interest, but agrees that the location next to the highway would be an issue. Perhaps a stone wall in addition to a tree buffer could be considered

Ms. Call noted that the area adjacent to I-270 lies within the purview of the State not the City.

Mr. Grimes stated that he has the same concerns about the location of a residential building up against a freeway. He believes there is a need and demand for this product within this area, and that there is an opportunity to include residential here, providing vitality 24 hours/day within Metro Place. He has concerns that the architectural design does not fit well with the existing office buildings. Additionally, what is proposed cannot be called luxury residential, when the only parking provided are uncovered parking lots. If he were paying for luxury residential, he would not want his car sitting outside for a lengthy period of time, even if he worked within that area. He likes the park space and the connections to the existing Cosgray Ditch. In summary, the exterior of the structure seems common, rather than exceptional. He believes the proposal needs much more work, particularly in regard to visibility of the freeway, to make it an appealing opportunity. The massive amount of surface parking in this area is a significant issue.

Mr. Schneier stated that there appears to be a theme. He does not object to a residential use in this area. Dublin cannot fight what he believes to be a permanent trend and force more office development.

There is less need for additional office today, and the City is not unique in that aspect. Therefore, the proposed use is not a concern; the density and the parking are issues. A larger building that made a statement along I-270 would be more appealing. Is it our desire that people drive by and not notice the development because it fits within the surrounding area, or do we want people to notice it because it is outstanding? He believes it is complementary to what exists there, but is that the desired standard? As the first residential development in this area, there is the potential to make it very special, which he does not believe this is.

Mr. Fishman stated that the applicant has done a commendable job in creating a Concept Plan that meets what is expected. He was serving on the Commission in 1977 when the Metro Center was developed, and there was significant objection to placing a commercial use there at that time. He agrees with his colleagues that there is a need for something special here. He really objects to having more surface parking. These residential units are being referred to as luxury apartments; personally, he would not be interested in a luxury apartment that had no garage, especially in a commercial area and potential vandalism issues. If this concept worked, however, people living in these units will be able to walk to work in Metro Place. He attempted to look up the percent of people who live and work in adjacent buildings, and found the percent to be very low. In that case, most of the residents of the proposed apartments would not work in Metro Center and will rely upon their vehicles. What he would prefer to see is simultaneous development of the residential use and retail amenities, such as restaurants. That would encourage the residents of these apartments to remain within the area. That was the vision sold to the Commission when they agreed to the rezoning of this area -- the idea that the office workers could walk to a nearby restaurant for lunch. He would like to see something really special here. In his experience, the next developer will mimic the first. If this project is spectacular, the next one will be, as well. The layout is very nice; the applicant has provided what was requested. However, more greenspace is needed; what is not needed are buildings located next to the highway. He has no objection to placing a residential use within the area, but, as the first such development here, it must be more spectacular, have underground parking, significant greenspace and water features.

Ms. Call stated that if this were an independent site plan with no relationship to I-270, what is proposed is phenomenal. The applicant has utilized a build envelope with some very challenging components, including the narrow neck entry, Cosgray Ditch and the utility easements. The mass and scale of the different size, multi-story buildings -- Buildings A and B, is phenomenal. Because it is a secondary building material, the Nichiha building material is not an issue. However, the Commission is an administration body, and its decisions must be based on the Community Plan. Because discussion of that topic is anticipated at the next City Council meeting, she will be interested in seeing if Council provides any direction to the Commission concerning the Community Plan. With the current vision defined by the Community Plan, it would be necessary to either make the building higher, shift the residential density to the back of the site, or perhaps, make the leg of Building B, which faces I-270, a mixed use. There is already plenty of office space in the area, and today's work environment is shifting. She compliments the applicant on the exceptional framework and detail of the Concept Plan. The Commission is interested in what the applicant would propose for the second parcel; a residential development would work there, as it would not be located next to the freeway. There should be some creative parking solutions available that would not negatively impact the economics of the proposal. The Commission recognizes that this is a challenging parcel, which has been a liability for the property owner for several years. However, the Commission must look at the longevity of this particular area with an awareness of the shift in the workplace, decreasing the need for office use.

Ms. Call inquired if the applicant would like to provide any additional comments or desired additional clarification from the Commission.

Mr. Russell stated the conceptual renderings are not completed architectural designs. They would construct something much more enhanced; that is a hallmark of The Pizzuti Companies. Their company is typically the first developer, and as such, they work out the more difficult issues with the Commission and City Council to ensure the final products would be financially feasible. They can meet those challenges. As has been stated, this is a changing environment, which has been occurring for some time. He would like to clarify his reference to luxury apartments. They will be investing money in the rental units, not parking facilities, as the market indicates that renters are seeing a high level of comfort, finishes and amenities, and are willing to pay for that. What they would build here would meet that need. In his personal experience, there is a difference in the places in which this generation and the following want to live. He has experienced apartment living adjacent to a highway and understands the concerns; however, the construction world also is evolving, and due to glazing, buffering and other options, many of those issues can be mitigated. They would like to have the Commission's support on advancing the project, addressing as many of the issues and comments as possible. It is important to have a level of comfort in investing additional dollars to look deeper into those issues. They are willing to explore opportunities, such as a partnership, to address the concerns.

Ms. Call stated that she could not provide any significant support until City Council's discussion at its next meeting concerning future directions for the Community Plan.

Mr. Supelak stated that outside the context of the highway, there are many nice components of the Concept Plan. His primary concern is that Dublin does not have residential uses located along the highways. As he stated with the previous iteration, any residential proposal must reflect a high level of sensitivity. Unfortunately, the revised proposal continues show a building facing and located even closer to the highway. That is the critical point. It would be essential for the applicant to resolve that issue, perhaps by incorporating mixed-use or by locating the residential buildings differently, not adjacent to the highway. The immediate view from a balcony or front door should not be of the highway.

Mr. Fishman stated that it has been said before that if a developer cannot build a project that is an attribute to Dublin as well as financially feasible for the developer, it should not be built. Unless there is underground parking, more greenspace and an architectural "Wow" factor, he cannot support this project. He has no objection to placing residential in this area, but perhaps it should be in the next phase.

Ms. Call thanked the applicant for their presentation.

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

Ms. Call stated that this is a request for review of a Concept Plan for a full service, 55 and over, healthcare and housing community. The 21.50-acre site is located northeast of the roundabout of Emerald Parkway and Bright Road and zoned Restricted Suburban Residential District, Planned Commerce District, and Planned Unit Development District, Northeast Quad.

Staff Presentation

Mr. Will stated that this site is located in east Dublin, north of Bright Road, west of Sawmill, east of Emerald Parkway and south of the Life Time Fitness facility. The 22-acre site also includes approximately 3.5 acres of City-owned property. The Community Plan Future Land Use recommendations are Neighborhood Office/Institutional and Parks/Open Space in the northwest corner of the site. The Bright Road Special Area Plan provides further recommendations, seeking to strategize to preserve key natural features, encourage greater open space and connections and protect and buffer

existing residential areas while maintaining expectations of high quality development along Emerald Parkway. The City has two ongoing traffic studies occurring in the area – the I-270 crossing and the Bright Road improvements. Both resulted from the Sawmill Corridor Study completed in 2010. The Commission initially reviewed the Concept Plan for senior housing on a ±22-acre site on January 9, 2020. The Commission expressed support for the proposed senior housing and healthcare uses for the site, but had concerns regarding the architectural style, building height, and density/intensity of development, given the proximity to single-family homes. On November 4, 2021, the PZC reviewed and provided non-binding feedback for a revised Concept Plan proposal that expanded the ±22-acre site to include an additional ±18-acre site southwest of the intersection of Emerald Parkway and Bright Road. The Commission expressed support for the assisted living and memory care uses but were not supportive of the villas or flats, as residential use is not contemplated for this site in the Community Plan. The Commission was also supportive of the open spaces and encouraged the applicant to further expand open space along the stream corridor.

With this iteration, the 18-acre section has been removed from the proposal. Currently, no development is proposed in the northwest corner of the site. Additionally, the proposed senior villas have been replaced with small-scale neighborhood office, similar in scale to the office located northwest of Sawmill and Bright Road. On the southwest corner of the site, northeast of the roundabout, the open space has been embellished, including the stormwater pond. The primary buildings have been shifted south to provide more space for the stream corridor, and the surface parking along Sawmill Road has been replaced with a green buffer. The primary boulevard entry from Bright Road remains proposed, but the Emerald Parkway access has been removed, as no development currently is proposed on that northwest corner. The existing right-in/right-out drive from Sawmill Road, which is shared with the office park northwest of Sawmill and Bright Road, has been retained. A total of 395 parking spaces are proposed, most of which are partially underground, located beneath the institutional buildings. If this proposal should advance to the Preliminary Development Plan, a Traffic Impact Study will be required. Approximately 70% of the site will remain open space, including the stream corridor, which bisects the site east to west; the northwest area, which is approximately 3.9 acres; and the southwest area, which is 5 acres, including stormwater ponds, wellness garden, trails and seating area. In addition, there are a number of courtyards, greens and spaces between the buildings, which will be programmed with recreational opportunities. The recommended density for Neighborhood Office/Institutional use is 9,500 square feet per acre. As proposed, the site contains approximately 415,000 square feet of development, including 408,000 square feet of institutional and 7,000 square feet of office. This equates to a site density of approximately 19,300 square feet per acre. The building lot coverage is 18 percent. Total lot coverage including buildings, roads, and surface parking is 24 percent. Building 1, centrally located, is comprised of 3 stories located above a partially, below-grade parking structure and will include 93 units. Attached is Building 2, which is 3-4 stories of 107 assisted, independent living units. It also has underground parking and some surface parking. Building 3 is 2-3 stories, 100 units, including memory care, assisted independent living and adult daycare. It also has underground parking and some surface parking. The proposal also contains two, one-story office buildings on Bright Road, one on either side of the entry parkway. The following questions have been provided for the Commission's discussion:

- 1) Does the Commission support the proposed mix and distribution of land uses on the site?
- 2) Is the proposed layout, including building and open space location, appropriate for the site?
- 3) Is the Commission supportive of the proposed building architecture and heights?
- 4) Is the Commission supportive of the proposed site circulation?
- 5) Other considerations by the Commission.

Applicant Presentation

Steve Newcomb, 10368 Forest Glen Place, Powell OH, Newbury Homes, stated that this was always intended to be a continuum of care community, providing three levels of care and adult day care. Their research of area facilities revealed that the larger senior communities, such as Friendship Village and First Community, offer the residents much more than the smaller senior care facilities. Larger senior communities are able to provide a continuum of care, which is important, as husbands and wives often do not require the same level of care. Having different levels of care can avoid the need to separate a couple. Larger senior care facilities also are able to provide more opportunities for socialization, addressing the critical issue of loneliness for seniors.

Matthew Lones, AIA, NCARB, Principal, Orange frog Design Group, 411 Meditation Lane, Columbus, OH, 43235, stated that the process has been lengthy. The first site plan also provided five buildings, but they were taller, spread further apart across the site; there was also structured and service parking. This is an attractive, well-treed site. The first plan did not effectively preserve that, nor did it address the neighborhood fabric to the west. The first plan provided 581 beds. With the second iteration, there were villas for assisted, independent living; as the needed level of care increased, residents could locate to the larger buildings with a higher level of care. However, that version still did not address the site preservation needs and the watershed to the west. Additionally, the residential use (villas) was inconsistent with the Community Plan. This final iteration strictly abides with the current zoning of Institutional/Neighborhood Office. With the combined buildings, a continuum of care will continue to be provided. Building 1 provides for either independent living, or assisted independent living; Building 2 will provide assisted living; Building 3 will provide memory care on the first floor, and above that will be assisted living. With this third iteration, the Commission and neighborhood residents' concerns have been carefully considered and addressed [issues and changes reviewed]. They have attempted to break up the massing of the buildings to be sensitive to the site. Walking trails and a healing garden also are included. The pocket of land owned by the City is remaining parkland, which both the senior living residents and the neighborhood residents can enjoy. They believe substantial strides have been made since the Commission's last review.

Public Comments

Jenny DeVantier, 4136 MacDuff Way, Dublin, OH:

"I like the plan so much better than the last iteration. This plan leaves the natural area along emerald parkway. I am thrilled!"

Melinda Todaro, 7325 Macbeth Drive, Dublin, OH:

"I appreciate the changes the developer has made. I am still concerned about traffic on Bright Road. A thought - even though the 18-acre additional development has been removed in this concept plan, the developer could come back at a later date with a plan for that lot. Who knows?"

Nan Still, 3888 Inverness Road, Dublin, OH:

"Concerns:

- 1) Outdoor Music Venue -- We would like to see this outdoor activity eliminated. Sound travels, even over several stories at close range. We already hear loud cars, loud mufflers on cars & loud radios/stereo speakers with traffic on Bright Rd. We already hear loudspeakers and marching band from Scioto High School. We deserve better.
- 2) Architectural Design--We are most concerned with what faces Bright Road. The traditional rendering in the current plan for two office buildings appears to address the situation since they are small and have high, pitched roofs that blend with the current architecture in the surrounding buildings. This is particularly important for the adjacent residential areas. We hope to see a

continuing commitment to this plan and design from the developer if the project goes forward. This would prove the intent to be a good neighbor.

- 3) We are concerned about the overall increased traffic that will result from this project and what the City of Dublin intends to do with Bright Road. We are quite concerned about the amount of land that the city will try to appropriate from the south side of Bright Road. Our decks are next to Bright Road. We do not want a four-lane road just a few feet from our decks. We will need something like a permanent wall to be constructed to offset the decrease in the residential condos' property values."

Carl Gleditsch, 7001 Grandee Cliffs Drive, Dublin, OH

"I think this looks much better. Still worried about the Bright Road entrance -- no way that narrow section of road can handle any additional traffic. Is the developer going to pay for the widening? Also wanted to talk to you about the landscaping. I am a Biologist, OCVN (Ohio Certified Volunteer Naturalist) and a VPS (Volunteer Pollinator Specialist). The last two programs are through OSU. You might remember that I kept bring up landscaping for the Hopewell school project and was shot down, since the landscaping was already designed and approved. I was wondering if we could get ahead of this project and maybe have some input. Would be nice to see native trees, shrubs and flowers used. I am sure the future residents would like the wildlife it would bring, and it would be great to have them help maintain some of the flower gardens, bird feeders, and bird boxes (if they would like). I would be happy to help. What do you think? Or are we going to be stuck with the same old dismal landscaping like we have at Hopewell. Also, I know a number of communities in Central Ohio are updating their ordinances to include more natural landscapes. Hilliard is one of them; I am trying to reach out to see how they are doing. Any way to get Dublin to review any of our ordinances? Is that Zoning, or some other entity in the City?"

Commission Discussion

Mr. Schneier stated that this iteration is a great improvement over the previous ones. The Commission appreciates the great efforts of the applicant, and he would encourage them to move forward with the proposed project. He is supportive of the revised plan.

Mr. Fishman stated that he was pleased when he reviewed the revised plan for this meeting. He believes the applicant has done a commendable job. He has only one comment to make -- he would like the applicant to ensure all of the new greenspace is included in the deed so that a future owner cannot claim hardship and want to replace some of the greenspace with a building. He has tremendous respect for the applicant's attentiveness to the Commission and neighbors' comments. He knows this project has been a challenge and that the applicant has worked very hard. He has nothing more to add, other than to reiterate that the revised Concept Plan is very commendable.

Mr. Grimes stated that this project is a far superior use of the land. Although it is a simpler iteration, it includes all the important pieces. He believes this use will be a phenomenal fit for the area, which the residents, the City and the community will enjoy it for many years to come. He is very enthused with this project.

Public Comments

The following additional public comment was received:

Gerald Kosicki, 4313 Wyandotte Woods Blvd., Dublin, OH 43017:

"This kind of facility is needed in the City. This version is much better than the previous one. The enhanced open space is good, and the structured parking under the building is a great feature. The buildings are large, but this kind of facility benefits from scale. The contemporary architecture seems

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

Commission Discussion continued:

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

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

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

NEW CASE

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

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

Staff Presentation

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

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

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

Applicant Presentation

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

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

Commission Questions

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

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

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

Ms. Martin responded affirmatively.

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

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

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

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

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

Mr. Fishman inquired if the density would change.

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

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

Public Comments

No public comments were received on the case.

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

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

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

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

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

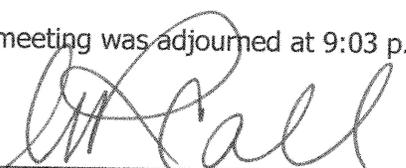
COMMUNICATIONS

Ms. Rauch reported that:

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

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

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



Chair, Planning and Zoning Commission



Assistant Clerk of Council