



## MEETING MINUTES

### Planning & Zoning Commission

Thursday, July 7, 2022

#### CALL TO ORDER

Ms. Call, Chair, called the meeting to order at 6:30 p.m. and welcomed everyone to the July 7, 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 from meeting attendees and from those viewing at the City's website. The City is interested in accommodating public participation to the greatest extent possible.

#### ROLL CALL

Commission members present: Rebecca Call, Kim Way, Lance Schneier, Warren Fishman, Kathy Harter, Mark Supelak

Commission members absent: Jamey Chinnock

Staff members present: Jennifer Rauch, Nichole Martin, Jesse Shamp, Sarah Holt, Tammy Noble, Michael Hendershot

#### PLEDGE OF ALLEGIANCE

Ms. Call led the Pledge of Allegiance.

#### ACCEPTANCE OF DOCUMENTS

Mr. Supelak moved, Mr. Way seconded acceptance of the documents into the record and approval of the minutes of the 06-09-22 meeting.

Vote: Ms. Harter, yes; Mr. Fishman, yes; Mr. Supelak, yes; Mr. Way, yes; Ms. Call, yes; Mr. Schneier, 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. Ms. Call swore in meeting attendees who anticipated testifying on the evening's cases.

#### INFORMAL CASE

- 1. 4444 Tuller Road, 22-070INF, Informal Review**

Informal review for a multi-family development consisting of 142 units with 192 parking spaces on a ±3.18-acre site zoned Bridge Street District, Office Residential, located northeast of the intersection of Riverside Drive with Tuller Road.

### **Staff Presentation**

Ms. Martin stated that the ±3.18-acre site is comprised of two parcels located immediately south of I-270, east of Riverside Drive and north of Tuller Road. The site is immediately adjacent to an existing animal care hospital located at the intersection of Riverside Drive and Tuller Road, north of the Grand Senior Living facility. The site is located within the Bridge Street District and follows a three-step development process. The Informal Review stage is optional. There is an approximately 30-foot grade change from east to west, predominantly on the western parcel. There are mature trees along I-270 within the ODOT right-of-way and several tree stands throughout the site. Overhead electric lines extend the length of the property along Tuller Road. The western parcel has an existing wireless facility, which will remain with this project. The eastern parcel contains an existing single-family home, which will be removed. There are two existing curbcuts for the site, which will be reconfigured with this project. This site is zoned BSD-OR, Office-Residential District. In this district, the intent is for a mix of Office, to take advantage of the visibility and access from the highway, and Multi-Family Residential to support the commercial and office uses within the District. A conceptual site plan was provided for the Commission's consideration. The applicant is proposing to develop 142 multi-unit dwellings. A four-story building is proposed containing three 3-bedroom units; 39 2-bedroom units, 81 1-bedroom units and 19 convertible units with 6,500 square feet of amenity space and 2,500 square feet of co-working space. There will be 192 parking spaces comprised of the following: 123 surface parking spaces surrounding the building; 53 lower level parking spaces accessible from the west drive; and 16 tuck-under parking spaces accessible from the east drive. The footprint of the building is U-shaped and sited along Tuller Road with open space forward of the building. Private amenity space is proposed within the U space. Approximately 30,000 square feet of open space will be preserved along Riverside Drive as a naturalized area. Conceptual architectural character was provided for the Commission's consideration. The architecture is proposed with simple, refined facades with a residential character that is reinforced by pitched roofs and brick facades with cementitious panel and metal cladding. The first story of the building will include active uses including amenity space, co-working space and fitness space. The leasing office will be in the southwest corner of the building, which will be at the future intersection of Tuller Road and Mooney Street. Mooney Street will be extended with future developments. Staff has encouraged the applicant to revise this main entry to make it more prominent. The following questions are provided for Commission input:

- 1) Does the Commission find the project consistent with the intent of the BSD-Office Residential zoning district?
- 2) Is the Commission supportive of the site layout, including the building, parking, and open space locations and connectivity?
- 3) Does the Commission support the number of parking spaces and the types of parking?
- 4) Is the Commission supportive of the conceptual architectural character, including the building's mass and proposed building materials?

### **Commission questions for staff**

Mr. Schneier inquired if other than the white painted brick noted in the staff report, the other materials were approved materials.

Ms. Martin responded affirmatively. Brick is a primary building material; cementitious and metal panel are secondary materials. All are permitted materials.

Mr. Schneier inquired if the open space could be wooded and not necessarily accessible. If so, how does that fit within the City's definition of open space?

Ms. Martin responded that in the Bridge Street District, open space is required to be publicly accessible. Typically, they are amenitized and may be integrated within the development. She believes this is the only case where it is a naturalized preserved area. Numerically, the requirement is met; however, the question for the Commission is if the location, character and quality meet the intent.

Mr. Schneier inquired if all that open space area would be counted even though most of it is not accessible, or only the portion that is the pathway?

Ms. Martin responded that whether only a certain portion would be counted has not been considered at this point. The Code requires that it be publicly accessible.

Mr. Way requested clarification regarding the 50-foot buffer.

Ms. Martin responded that along the I-270 corridor in Dublin, there is a 50-foot setback requirement. In this case, the Bridge Street District would default to that setback requirement. There is much development along this corridor that does not comply with that requirement; however, new development is required to do so. A waiver is required if it will not comply. The intent of that setback is to provide a buffer from I-270 to screen development.

Mr. Way inquired if the 50 feet extends from the right-of-way line of I-270.

Ms. Martin responded affirmatively.

Mr. Way stated that all of the parking is in violation, because it extends up to the property line.

Ms. Martin stated that it is staff's recommendation that additional landscape area be provided on site, although it may not total the full 50 feet.

Mr. Way inquired if there is a requirement to provide access around the entire perimeter of the building. Is a fire lane required?

Ms. Martin responded that in this preliminary stage, no auto turn analysis has been provided. The Fire Chief has indicated that his preference is that the site circulate as depicted on the screen. There are some challenges with that, but the grade change necessitates some flat zones from which to fight a fire.

Mr. Way stated that in addition to the parking that surrounds the building on two sides, that area is not just parking; it is fire lane access.

Ms. Harter inquired if there is any intent to conduct a noise study or a traffic study.

Ms. Martin responded that when the Bridge Street District originally was zoned, a comprehensive traffic study was performed. Properties proposed to be developed with a Permitted Use at a permitted building height are not required to do additional study of traffic. If we successfully implement the street network, it will accommodate the additional traffic. The Code does not contemplate a noise study.

Mr. Fishman stated that the intent was that the open space would be accessible. Are there plans to install any paths?

Ms. Martin responded that a conceptual path is shown.

Mr. Fishman noted that would be one path. He inquired if the parking meets Code.

Ms. Martin responded that the proposed parking exceeds the minimum by 20 spaces, but is less than the maximum.

Ms. Call inquired if the wood look was actually metal or a Nichiha material.

Ms. Martin deferred the question to the applicant.

### **Applicant Presentation**

Daniel Gore, Senior V. President, Pizutti Companies, 629 High Street, Columbus, OH stated that he is a Dublin resident. With him are representatives from MKSK and MA Design.

Tony Rowe, MKSK, 462 South Ludlow Street, Columbus, OH and Tim Donahue, MA Design, 775 Yard Street, Columbus, OH 43212 introduced themselves.

Mr. Gore stated that this is an early phase. They have worked on projects within Dublin previously and look forward to working with the Commission to complete another successful project.

Mr. Rowe stated that the site lies between I-270 and Tuller Road and abuts Riverside Drive, the Animal Care facility and office space on the east. He noted that the landscape zone along I-270 referred to earlier, today includes a robust buffer of screening and existing trees and vegetation that create an existing opaque screening. On Tuller Road, there is an existing bikepath on the south side; on the north side, the streetscape has no existing paths or sidewalks due to the overhead power lines and the existing grade change on the site. A cell tower and accessory buildings exist between this site and the existing animal care facility. In regard to the site design, the building surrounds a residential courtyard on which the units will face. It will serve as a passive recreation space for the tenants. There is also vehicular access with the two existing, reconfigured curbcuts, both of which line up across the street, one with the Mooney Street extension and the other with the Grand of Dublin driveway. The vehicular pathway around the building serves as fire access as well as parking access. A pedestrian connection will come off the Mooney Street Drive entry, which will tie into the main entries to the building, as well as provide access to the parking lots. The pathway connection runs through the landscape zone that connects to Riverside Drive. Because of the grade change, the pathway will meander back and forth to maintain the grade and achieve a usable path slope. There will be a tree lawn and a sidewalk next to this property only along Tuller Road. Along the building face, there will be terraced landscaping. There is 7 feet of grade change between the driveways on the site and 5 feet at each side of the property, which limits the connectivity possible.

Mr. Donahue stated that some of the grade change is being used to achieve the underground parking and accent the building with terraces. The terraces have not yet been defined, but the intent is to create a public amenity. The prominent corners are being used to define the entries and the streetscape along Tuller Road. The clubhouse and leasing office will be placed on the corner with a plaza in front and a recessed area with parapet roof to the right. The intent is to have a small pocket park there to serve as an amenity for the clubhouse and the community. [Site plan, including parking, further described.] The material palette will be a white-tone brick with specks of darker colors with a neutral mortar; below that would be the inverse – a dark-tone brick with specks of lighter colors. As an accent, Nichiha siding is proposed, although other options are being considered. The shingles used will be a synthetic slate material. The roofline is broken up with framed dormers to break the horizontal line and create interest along the façade.

### **Commission Questions**

Mr. Schneier inquired if there was any particular reason white brick was chosen.

Mr. Donahue responded that it was used to create a clean, modern aesthetic and pick up the limestone aesthetic within the area.

Mr. Schneier inquired if the number of parking spaces, both surface and underground, was based on a certain number of cars per unit.

Mr. Gore responded that the number is driven by the market studies they have done. As proposed, it is 1.5 parking spaces per unit. Ideally, there would be a greater number, but it was balanced against the need to preserve greenspace on the site.

Mr. Schneier inquired what would be the average number of bedrooms on the site.

Ms. Martin responded that there were 81 one-bedroom units, 39 two-bedrooms, 3 three-bedrooms and 19 convertible units.

Ms. Call stated that the staff report indicates there are 192 parking spaces; however, the plan detail shows 123 surface spaces and 53 underground parking spaces, which totals 176 parking spaces. Although that meets the minimum number required, it is less than stated.

Mr. Gore responded that there is also tuck-under parking.

Mr. Way stated that it appears that the building configuration was determined first and the rest of the usable site designated for parking. Did the applicant consider making the building footprint larger, having less surface parking and placing more parking under the building? Although they indicate they are using the grade, there is an unexcavated portion. Excavating under the entire building footprint would achieve more parking underneath it, thereby freeing up surface parking.

Mr. Donahue responded that they had. However, per the soil report conducted, the site contains a large amount of bedrock and some areas where the soil is easier to use. They have attempted to work within the existing soil conditions and avoid the need to blast away large areas of the harder stone. That effort dictated the location of the garage.

Mr. Fishman requested clarification of a convertible unit.

Mr. Gore responded that it is a hybrid between a one-bedroom and a studio unit. Typically, a studio unit is one large space; a convertible might have an alcove that is used for the bed, but has an open and lofty feel.

Mr. Fishman stated the proposed parking does not appear to accommodate the number of anticipated adult renters. If there are the maximum number of people per unit, the amount of parking will be insufficient. It is not desirable to have a sea of surface parking around the building; therefore, he would agree with the suggestion to place more parking under the building footprint, although he recognizes the issue with rock blasting.

Mr. Donahue stated that part of the issue is that they cannot go much further south, as it would interfere with the aesthetic of the commercial space along the front.

Mr. Fishman responded that he recognizes that some of the parking would be needed for the commercial space. He thinks the design is good, except for the fact that there may be too many units for the space. Reducing the number of units would result in more space on the site and less need for surface parking.

Ms. Harter inquired if the building materials would require annual maintenance. Would they discolor over time?

Mr. Gore responded that their intent is long-term ownership of the property, so they want it to be easy to maintain and hold up well over time. The material choices have been based on that. Brick is a great permanent material, and the final siding material selected will need to be durable and maintained for the life of the project.

Ms. Harter inquired if they considered using solar shingles.

Mr. Gore responded that they continue to investigate that type of technology on almost every project with which they are involved. At this point, solar shingles are not cost effective, but they are prepared to move forward whenever they become feasible.

Mr. Supelak inquired if at any time, the applicant had entertained uses other than residential on the site.

Mr. Gore responded that they looked at every opportunity, but prefer a residential development on the site, complementary to the more active, intense uses in Bridge Park. In view of the amount of vacant office further east on Tuller Road, residential is the highest and best use for the site. It is also a lovely site for residential -- there are other residential buildings developing along Tuller Road; there is a bikepath; and the site is close to the river.

Ms. Harter inquired about the safety issues crossing the street at this location. Why would people choose to visit this particular area? What is there to see other than the leasing office?

Mr. Gore responded that safety is always important. He views the safety factor of sites from the perspective of having someone he loves live there. He always tries to trace their route from the parking lot to the front door, ensuring that it is safe and well-lit. In regard to the question concerning inviting interest in the area, they are putting the active uses along the street front. This building is taller than most of the buildings currently fronting Tuller Road. They are attempting to engage the street, recognizing Tuller Road will be changing at some point in the future. Staff has referred to future plans to narrow Tuller Road and create a better pedestrian experience in keeping with the rest of Bridge Park. They are trying to anticipate that. Along with the active uses, art will be included. Artwork is an important part of their projects, making their properties unique. The artwork, courtyards and terraces are designed to create a more residential feel than exists in the heart of Bridge Park, where there is hardscape right up to the buildings. There is more green lawn space here.

Ms. Call read the sections of Code related to the uses in BSD Office Residential: "The intent of this District is to accommodate a mix of office and multi-family residential development at higher densities and in larger buildings. The District offers great flexibility to take advantage of visibility and access for office uses, with opportunities to create residential neighborhoods to support adjacent BSD zoning districts." In regard to the BSD Open Space Type, Section 153.064: "The intent of the Open Space Type requirements is to ensure a variety of functional, well-designed open spaces carefully distributed throughout the Bridge Street District, located and planned to enhance the quality of life for residents, businesses and visitors. The purpose of these requirements is to ensure that individual open space complements adjacent land uses and contributes to the creation of comprehensive District-wide open space network. In addition, these regulations are intended to guide the design of each open space so that it properly responds to its unique location and the needs of the primary users."

Mr. Donahue stated that in regard to open space, they have formal front plazas that are more public and also semi-private residence areas. There is a large amount of topography from the edge of the parking lot down to Riverside. They were looking for areas that were different, less urban

than the other development in the area, with a more tranquil environment. Those areas also provide opportunities to screen the noise and visibility of I-270.

Mr. Gore stated that in response to the comments about the density and parking -- those are important but challenging issues. On one hand, the Bridge Street Corridor Plan calls for higher density; however, there is also a need to balance the parking demands with that density. Striking the right balance is the challenge. They believe the 4-story building feels correct in this location, recognizing that as one moves further to the east, the development will transition to one to three story buildings. To the west, a significant gateway piece at the corner of Tuller Road and Riverside Drive is anticipated, which may be a greater height and density that matches and is complementary to the remainder of Bridge Park. They have attempted to identify that balance. They do not want to be a community that is under parked.

### **Public Comment**

There was no public comment.

### **Commission Discussion**

Mr. Schneier stated that he believes the concept plan is well-thought out and designed. The area poses some challenges, and they have done a good job addressing them. He calculates 187 bedrooms and 192 parking spaces, so every adult would be accommodated. However, there is a large amount of surface parking, which dwarfs the scene. The easy fix would be to put the parking spaces underground, an idea with which he agrees. With respect to the open space, there does not appear to be a Code requirement that open space must be physically accessible. It refers to active and passive spaces, and passive could be interpreted to be a visible area. In theory, the area that is traversed by the public pathway could count toward the open space requirement, although that may not be how the Commission chooses to interpret it. Practically, the area can only be seen not accessed due to the sea of trees, so that may not be the Commission's interpretation of open space.

Mr. Supelak stated that the design has been done well with savvy use of the slope and grades. The building is attractive and the building is well thought out. He appreciates what they are trying to do with the terracing on the Tuller Road side. The path in relation to the open space could be interpreted differently. The surface parking is over-built, but his struggle is primarily with one item, which is the residential development facing the highway. Historically, Dublin has not permitted development to occur in this manner, and has very few points where that occurs, and where they do exist, they are not directly facing. Despite the many positive attributes of the design, the proportion of residential facing the highway is a deal-breaker for him.

Ms. Harter stated that the plan has some good merits. However, the heavy traffic, the location of I-270 and the power lines are a concern. She is supportive of the multi-family use but concerned about the positioning of it. That corner is very special and needs something that will emphasize that. She appreciates the pedestrianway connection; however, there is insufficient open space and the surface parking is extensive. She likes the architecture but believes some element is needed, such as arches, to soften it. Sound barriers and landscape mounding will be important, particularly next to the Animal Hospital. She would recommend that the applicant have a conversation with that business before proceeding to the next review stage. She is concerned that the best quality building materials be used. In summary, she likes the gabled roofs and the pedestrian connectivity.

Mr. Fishman stated that it is not likely that every bedroom will have one person. If there are two people, most likely there will be two cars. In some cases, however, one person might rent a two-bedroom apartment, using one of the bedrooms as office space. There is an increasing demand for units that have office space incorporated. He likes the design, which is not the typical square building; however, he also has concerns about the fact it faces the highway. In Dublin, we try to offer a high standard of living regardless of the location. The amount of surface parking is also a concern. He would recommend some reconfiguration reducing the number of units, and therefore the number of people and cars. The design is excellent, and he appreciates the effort that has been invested in it. He inquired if the brick building material would be slim brick.

The applicant indicated that it would be full brick.

Mr. Fishman stated that material will increase the building's durability. He also appreciates the pitch of the roof. Asphalt shingles tend to become less attractive over time, and there are several imitation slate shingles that are more attractive. In regard to the open space, he believes the path through the open space could count toward the open space requirement. He would rather the trees remain than be turned into a playground.

Mr. Way stated that this is a very attractive project. The Tuller Road experience is quite nice. He shares the same concern about the residential use facing I-270. Because of the grade, the site is at the same grade as I-270. The building on that side will be quite exposed. He is concerned about placing a living environment on the highway. In this area, where both office and residential uses are permitted, it would be nice to have an office component that faces the highway and a residential component that faces Tuller Road. He has conducted an analysis and there are no other residential developments on I-270 in Dublin, although some exist further south within Hilliard. Approving this project would be setting a precedent in how Dublin housing relates to I-270. He likes the project; however, this is a challenging site. He would like to see a more creative use of the mixed use, placing something different along the highway, leaving the Tuller Road component as currently suggested. He is concerned about the balance of the open space and parking. Currently, the site is comprised of the building and parking. It would be nice to tuck more parking under the building, although there will be some challenges. This would allow more of the site to be dedicated to greenspace and open space. How to achieve usable open space could be explored further. The Building Type is not yet defined, but a podium building type works well on the site.

Ms. Call stated that the intent of the I-270 corridor has always been to preserve view areas for business uses. That is the primary issue with this concept, as many other Commissioners have stated. The right-of-way for I-270 extends all the way to the parking lot. If there were ever an expansion of I-270, the highway would become even closer to any nearby residential uses. In regard to the open space, the Code requires that, "the open space should properly respond to its unique location and the needs of the primary users." There are some pocket plazas in the area, but on this side of Riverside Drive, which is an intense thoroughfare, there is limited amenity space for the primary users. The architecture is fantastic; with the layout, there is some work to do with the parking. However, the design effort invested is obvious and appreciated. Unfortunately, the fact that the residential use faces I-270 is the tipping point. The Community Plan designates the preservation of adjacent I-270 space for office uses.

Ms. Call inquired if the applicant desired any additional clarity from the Commission.



Mr. Gore stated that he appreciates and understands the Commission's comments. He hears their concern about setting a precedent in having a residential use on I-270. They will take that comment to heart. They have discussed ways of creating a variety of open spaces, creating engaging spaces for interaction, and for artwork. They do not envision the open space as being 100% passive. They would like to make some it fun and inviting, while preserving the natural character of the space. He is confident that what they will offer, the Commission will like. They will follow up with staff and have further discussions.

Ms. Call noted that Darree Fields is a very good example of an active/passive open space. Unique and interesting artpieces have been installed along the path in that passive space.

Ms. Call noted that this is an Informal Review, so no action will be taken tonight.

## **NEW CASES**

Ms. Call stated that Cases 2 and 3 would be heard together.

### **2. First Watch at 6505 Dublin Center Drive, 22-069AFDP, Amended Final Development Plan**

Exterior modifications for a building on ±2.13-acre site zoned Bridge Street District, Sawmill Center Neighborhood, located northwest of the intersection of Dublin Center Drive with W. Dublin-Granville Road.

### **3. First Watch at 6505 Dublin Center Drive, 22-091MSP, Master Sign Plan**

Sign plan for two wall signs for an existing building on ±2.13-acre site zoned Bridge Street District, Sawmill Center Neighborhood, located northwest of the intersection of Dublin Center Drive with W. Dublin-Granville Road.

## **Staff Presentation**

Ms. Holt stated that this site is located at the northwest corner of Dublin Center Drive and W. Dublin-Granville Road, adjacent to the Lowe's parking lot. The site was built in 2003 for the Tumbleweed Restaurant and later became the Mellow Mushroom Restaurant. It has been vacant for over a year. In April 2003, the PZC approved a Corridor Development District (CDD) application for development of the site and building and a Conditional Use for outdoor seating. The Commission also provided a positive recommendation to the BZA for a 56-square-foot wall sign that required a height variance from 15 feet to 19 feet, which BZA approved on April 2003. In November 2010, a CDD application was approved by the Commission for minor exterior modifications and replacement of two exterior wall signs. In March 2013, Mellow Mushroom received approval from the Administrative Review Team (ART) for the installation of a 24-foot ground sign in addition to two existing wall signs. Today, the north elevation faces Banker Drive; the west elevation faces the private Lowe's entry drive; the east elevation faces Dublin Center Drive; and the south elevation faces W. Dublin-Granville Road. On the south elevation, the arched portion of the parapet will be eliminated with this proposal. The proposed site modifications are minimal, including a new 36-square-foot concrete walk to a new side door on the west elevation. The abandoned ground sign base will be replaced with turf, and other site elements in poor condition will be addressed. No other landscaping additions are proposed. The existing asphalt roof shingles will be replaced with a dark bronze standing seam metal roof; a black corrugated awning will be added; a new door will be added on the west elevation to correlate with the new sidewalk; and two new windows will be

added on the east elevation. A transparency waiver is requested for the east façade. This building most closely resembles the Commercial Center Building Type. For that building type, there is a required minimum ground-story storefront transparency of 65%. The waiver is requested to permit 16% transparency. The following building material modifications are proposed:

- Painting the brick parapet SW7636 Origami White and trim SW 7069 Iron Ore (grey/black).
- Painting all doors, downspouts, trim, and storefront framing SW 7069 Iron Ore grey/black).
- Installation of wood and metal patio furniture including tables, chairs, and high top chairs.
- Two reclaimed wood and steel benches for an outdoor waiting area.
- 10 black aluminum wall sconce light fixtures.

The Master Sign Plan proposes two black and white wall signs with white acrylic channel lettering with a specialty vinyl overlay - black (day) and white (night). The vinyl material and the proposed height, which exceeds Code, require Commission approval. The sign on the south elevation is 47 square feet, 19 ft. 8 inches in height; the sign on the east elevation is 80 square feet, 20 ft. 2 inches in height. Staff has reviewed the application against the applicable criteria and recommends approval of the transparency waiver; the Final Development Plan with 5 conditions; and the Master Sign Plan with 2 conditions.

### **Commission Questions**

Mr. Way inquired if the indication is that the original landscape plan would be followed.

Ms. Holt responded affirmatively. The 2003 landscape plan will be followed, including the replacement of any dead or missing materials.

### **Applicant Presentation**

Bobby Stuart, Director of Design, First Watch Restaurants, 8725 Penderly Place, Bradenton, Florida 34201, stated that with him tonight are Marty Ronald, architect and Nichole Barber from IMG.

Nichole Barber, Image Manufacturing Group, 5405 Buford Highway, Norcross, GA 30071 stated that she is available to answer any questions regarding the proposed sign package. She noted that she would alter the art submission to include the measurements, which are less than the maximum permitted. The signage calls out the Breakfast, Brunch and Lunch concept of the First Watch brand. Due to the building architecture restrictions, they have proposed placement of the signs within the painted white area of the parapet. Due to the location restrictions, the signs cannot meet the required height from grade, so a greater height from grade is necessary.

### **Commission Questions for the Applicant**

Mr. Way inquired if they had contemplated opening up the windows on the kitchen elevation, which is lacking in transparency.

Mr. Stuart indicated that they have not because the windows are located in the kitchen. Kitchens are not the most attractive areas.

Mr. Way stated that the awnings are a nice addition. However, on the west elevation, an awning is placed over the windows in the lobby foyer but not over the adjacent windows where diners would be seated. Would that not be a good place for awning to be placed, as well?

Mr. Stuart responded that the awnings were added for a reason. On the east side, the façade was damaged where the previous restaurant sign was mounted; an awning was added to cover the issue. For symmetrical purposes, a matching awning was included on the west side. An additional awning could be added, as well, if desired.

Mr. Schneier stated that he agrees with staff's recommendation to replace the proposed bench with a more modern type. However, what is the reason for the bench that was proposed by the applicant. Is it more consistent with the brand?

Mr. Stuart responded that the benches are designed for the brand. The building interior design is urban farm; and that is the look desired.

Mr. Schneier inquired if it would be problematic to change the benches.

Mr. Stuart indicated that it would not be an issue.

Ms. Harter stated that large illuminated signs, such as this, are not common in Dublin. Is there a way to restrict the degree of brightness? Is up lighting included?

Mr. Stuart responded that the restaurant is open daily from 7:30 am to 2:20 pm. Night dining will not be available.

Ms. Barber stated that the LED product used is a standard brightness. There is no deviation from the standard channel letters seen on the majority of all businesses. The light trespass is limited and will not pose a nuisance to nearby residents.

### **Public Comment**

There was no public comment.

### **Commission Discussion**

There was no additional discussion.

Mr. Way moved, Mr. Schneier seconded approval of the following waiver:

Section 153.060(C)(2)(a) Transparency

Required: 65% Minimum storefront transparency on any ground story, street-facing façade.

Requested: To allow 16% storefront transparency on the east façade

Vote: Mr. Fishman, yes; Mr. Schneier, yes; Ms. Call, yes; Mr. Supelak, yes; Ms. Harter, yes; Mr. Way, yes.

[Motion approved 6-0]

Mr. Way moved, Mr. Schneier seconded approval of the Amended Final Development Plan with five (5) conditions.

- 1) The applicant work with staff to replace dead/dying/missing plantings on site in accordance with the approved 2003 landscape plan, subject to staff approval;
- 2) The applicant select an alternate outdoor waiting bench design that is more appropriate for the building architecture and color palette, subject to staff approval;

- 3) The applicant submit cut sheet specifications for the proposed door on the west façade and the two proposed windows on the east façade prior to building permitting, subject to staff approval;
- 4) The applicant remove all sconces from the parapet and relocate to the ground level, subject to staff approval.
- 5) The applicant work with staff to provide an awning over the west elevation seating area.

Vote: Ms. Harter, yes; Mr. Way, yes; Mr. Supelak, yes; Ms. Call, yes; Mr. Schneier, yes; Mr. Fishman, yes.

[Motion approved 6-0]

Mr. Scheier moved, Mr. Way seconded approval of the Master Sign Plan with two (2) conditions:

- 1) The applicant provide the full height of the secondary copy text and spacing for both wall signs to ensure the 20% maximum permitted area of the sign face is met, finalized at building permitting, subject to staff approval;
- 2) The applicant submit permanent sign permits for both wall signs at building permitting through Building Standards.

Vote: Mr. Supelak, yes; Ms. Harter, yes; Mr. Way, yes; Mr. Fishman, yes; Mr. Schneier, yes; Ms. Call, yes.

[Motion approved 6-0]

#### **4. 5055 Upper Metro Place, 22-062CP, Concept Plan**

Construction of a four-story, mixed-use building consisting of 175 residential units, 8,400-square-feet of commercial space with 211 parking spaces. The ±2.55-acre site is zoned Bridge Street District, Commercial and is located southwest of the intersection of Upper Metro Place with Frantz Road.

#### **Staff Presentation**

Ms. Noble stated that the 2.55-acre site is located southwest of the intersection of Upper Metro Place and Frantz Road and is currently zoned Bridge Street District – Commercial (BSD-C). Informal reviews of the proposed project occurred on July 8, 2021 and February 17, 2022. This is a Concept Plan, which is the first step in the Bridge Street District development review process. The site is largely undeveloped, except for an existing parking lot on the western end of the parcels. The surrounding area is comprised primarily of hotel uses, including Home2 Suites, Embassy Suites and Town Place Suites. To the south is a bank and an office use. The site is located within the Bridge Street District (BSD) and is proposed to be developed under the existing zoning classification. The site, however, is also located within the boundaries of the Dublin Corporate Area Plan, a Special Area Plan that was approved by City Council 2018 and amended in 2022. The Dublin Corporate Area Plan (DCAP) builds upon a previous study of Dublin’s legacy office parks and attempts to improve this area for businesses, employees and residents. Both zonings call for a mixed-use, walkable environment and open space. Although the application is being pursued under the BSD, both special area plans are considered. The proposal is for construction of an 111,318-square-foot building consisting of four stories and a mix of uses that includes a residential use, eating and drinking establishment, fitness center and conference rooms and is comparable to the proposals previously reviewed by the PZC. The applicant continues to propose a mix of parking options including on-street parking, surface parking and garage parking beneath the footprint of the

building. Parking has been re-oriented to have a one-way drive with angled parking spaces. The underground parking podium provides 138 spaces, and the total surface parking provides 73 spaces. This equates to 211 parking spaces, including 17 parking spaces along Upper Metro Place. Since the first iteration, the building has been bisected, with the two buildings now connected by a corridor. The open space has been placed to the front of the building on Frantz Road with a private pool located within the space. The Commission has encouraged that the pool be located in a more isolated area and that the open space include active uses. In this third iteration, the size and height of the building remain unchanged; there are 175 dwelling units. The commercial space is approximately 8,400 square feet in the Frantz Road building. The commercial uses include an eatery, fitness center and conference rooms. The pool has been relocated to be parallel to the Upper Metro Place building, allowing the public open space to remain east of that area. The parking remains essentially the same. A rendering of the open space has been provided, incorporating the step up in the grade change from Frantz Road, an outdoor patio space associated with the restaurant use, a music pavilion, a sports court and gazebos. Along Upper Metro Place is the private pool. The required amount of open space is 35,154 square feet; the proposed plan provides approximately 33,000 square feet. Staff has reviewed the application against the applicable criteria and recommends approval of the Concept Plan with two conditions.

### **Commission Questions for Staff**

Mr. Fishman inquired how much of the required parking is being satisfied with on-street parking. Ms. Noble responded that only 17 spaces of on-street parking are proposed.

Mr. Way inquired if the width of Upper Metro Place is adequate to add the proposed on-street parking in a manner consistent with Code.

Mr. Hendershot responded that this question is part of the ongoing discussion. Part of that consideration is whether the center left turn lane is needed. There may be opportunity to utilize the existing pavement limits for onstreet parking.

Ms. Call inquired what the next steps would be in regard to engineering.

Mr. Hendershot stated that if the Concept Plan proceeds to a Preliminary Development Plan, discussions regarding the onstreet parking will occur and details would be identified.

Mr. Way stated that he assumes the discussions would attempt to ensure adequate space between the curb and the streetscape.

Mr. Hendershot responded that those would be part of the considerations.

### **Applicant Presentation**

Dwight McCabe, 7361 Currier Road, Plain City, OH thanked the Commission for the previous interactive discussion with the Commission. The result of that session is a better project. He appreciates the consideration of onstreet parking, which will result in the street transitioning from what it is today to the intent of a Bridge Street District zoning. The parking has been a significant consideration from the beginning. This is a challenging, narrow site, but solutions are being identified that address the needs. Detailed architecture has not yet been addressed, but their current commitment is to: have an outdoor balcony space for every unit; provide differentiation between and within the two main buildings; the building closest to the street will have a street-centric character, i.e. a brownstone building appearance; the walk area from the hotel to the courtyard side could incorporate an art walk. Mr. Costandi, the architect, will address the changes that have been made in the courtyard space in response to the concerns raised previously by the Commission.

Mark Costandi, Architect, Costandi Studio, 2125 Sinton Avenue, Cincinnati, OH 45206, clarified that there are actually 18 parallel street parking spaces; the overall count does not change. One surface parking space has been eliminated and added to the street to accommodate the large tree along the southern setback of that parking area. That parking space has been replaced with a large green island to protect the tree roots. That curb will move south the full space of a parallel parking space, creating the ability to add the space to the street parking. They will be taking advantage of the opportunities for various open space types. One such opportunity is the creation of a linear art walk along Upper Metro, connecting the hotel to the much larger plaza space, anchoring it to the corner of Frantz Road. Shifting the buildings created that opportunity. The pool has been closer to the primary residential entrance, where the lobby and lounge exist, and away from the public space along Frantz Road. Another excellent suggestion from the previous meeting discussion was to change the grade within the open space, bringing in some of the lower level into the heart of this space. The bocce court is currently in a lower area, level with the street. Circulation and landscaping wrap around it at a slightly higher 3-foot grade. The open space now offers more than a simple, flat plane. A bridge connects the two building wings. Conceptually, parallel street parking is depicted on the north side of Upper Metro, but that is not included in the parking counts for this development.

### **Public Comments**

There were no public comments.

### **Commission Discussion**

Mr. Way stated that the revised plan is impressive. Shifting the building really opened up the space, enabling it to be sculpted as private vs. public. The middle section, which is now at grade with the sidewalk, invites one into the space. This development will be a great addition to this part of the City, an area that really needs this type of activity. He congratulates the applicant for listening to the Commission's suggestions and incorporating changes. He is interested in seeing what the "planted steps" are. The Upper Metro Place building is currently a little monolithic, so that will need some additional work.

Mr. Supelak stated that there are many good elements in this Concept Plan. Because it is still early in the process, the architecture leaves much to be desired, but the inspirational images are compelling. There are a couple of great bookends around the created space. The corner nodules could be different things; the bridge could participate, as well. He encourages them to seize those opportunities and go somewhere special with the design. The open space will be a compelling feature for the City. It has layers and various functions. The restaurant spills out onto an engaging space. He appreciates their forward-thinking consideration of adding a stage for a music element. The art walk is another compelling feature. However, he remains generally concerned about the parking and the site coverage, which now feels "over built." If the site coverage could retract a little somewhere, it could relax what appears to be occurring on the site. The open space calculations are including little connector pieces. It is debatable whether they should really apply toward the open space calculation. Currently, they are trying to pinch every corner of the site, and the overbuilt nature is problematic. That also results in the monolithic building, to which Mr. Way referred. There are ways to modify and break up the coverage. This district is ready for mixed-use, and they are suggesting a small amount here – a restaurant, fitness center and meeting space. Is a 3,000-square-foot restaurant enough? Could more commercial space be added that would

relate to the greater surrounding area? Employees from the office and guests from the hotel are looking for such access; could more opportunities be added? Perhaps they could concede some of the residential units to achieve more commercial space, which would reduce the monolithic space and the open space numeric requirements. They may already have a construction type in mind, but he would comment that open floor plans can be modified more easily in the future. On the Frantz Road frontage, there is a plaza and a notched area in the property line. Perhaps there is a way to accommodate circulation from that end of the plaza and make it more inviting.

Ms. Harter stated that she likes the bridge concept and the parallel street parking. She appreciates that the restaurant has been located along Frantz Road and likes the art walk idea. In addition to Dublin Arts Council, there may be an opportunity to involve Dublin Schools in that opportunity. Including a dog park often is a way to connect people to a site. Any pathway connections are encouraged.

Mr. Fishman stated that he believes one item has not yet been settled, and that is the limited change in the amount of commercial use provided. Several years ago, the Commission identified the need to change the zoning here and make the area more commercial. The major complaint was that people working in Upper Metro Center had no place to eat. He believes that what is needed is not just one restaurant, but several restaurants. A large amount of residential use is being included on this site. He would encourage them to include commercial opportunities for people to access on their lunch hour, such as Starbucks. Although much was accomplished at the previous meeting, the restaurant/commercial component still needs to be adequately addressed.

Mr. Schneier stated that he appreciates the applicant being responsive, and raising the bar for the Metro Center area. In regard to the use – the Live, Work, Play balance, he has no objection to the proposed use, as there is already a sufficient amount of the work component, and with the hotels, a temporary living component. The City is interested in including more of the Live component here. He agrees that the proposed 3,000-square-foot restaurant does seem small. In regard to the open space, they are providing approximately 95% of the required amount. However, they appear to have included the outdoor dining area of the restaurant in the open space amenity area. It is debatable whether it should be, as only diners would be using those tables, not the public. He would like this particular element to be brought up later for discussion. He has no additional concerns.

Ms. Call stated that this development has been a collaborative effort for a development that meets the Bridge Street Code in an area where that Code has not been implemented previously. It is a different look from the existing Metro Place look. She applauds staff and the applicant for considering this development through the lens of Bridge Street rather than the lens of Metro Place. The balconies are along the back portion of the building. Additional activation is needed along the Upper Metro Place frontage, such as planters or stepping back the building frontage to achieve some articulation and activation. She loves the inspirational images, particularly the different elevations incorporated in the open space. She agrees that some of the non-active open spaces should be considered as open space, but the spaces with a private appearance should not be included. Removing those would lower the calculation from 94%, however, making it less than what would be acceptable. She likes the art walk concept. The restaurant space does look a little too small. She would be supportive of the inclusion of forward-thinking flexible space in the building. She would encourage them to alleviate the parking and open space struggle by revising the plan further. She inquired if the applicant desired additional input from the Commission.

Mr. McCabe indicated they did not.

Mr. Way moved, Mr. Schneier seconded approval of the Concept Plan with two (2) conditions:

- 1) The applicant continue to work with staff to define how the open space will meet Bridge Street District requirements.
- 2) The applicant continue to work with staff to ensure the on-street parking will meet Bridge Street District requirements.

Vote: Ms. Harter, yes; Mr. Supelak, yes; Mr. Way, yes; Mr. Fishman, yes; Mr. Schneier, yes; Ms. Call, yes.

[Motion approved 6-0.]

### **COMMUNICATIONS**

Ms. Rauch stated that:

- The next regular meeting of PZC is scheduled for 6:30 p.m., Thursday, August 4, 2022.
- In addition to the two regular PZC meetings in August, there will be a joint Council-PZC-ARB-BZA meeting at 6:30 p.m. on Wednesday, August 31, 2022.

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

  
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Chair, Planning and Zoning Commission

  
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Assistant Clerk of Council