



MEETING MINUTES

Planning & Zoning Commission

Thursday, August 4, 2022

CALL TO ORDER

Mr. Supelak, Vice Chair, called the meeting to order at 6:30 p.m. and welcomed everyone to the August 4, 2022 Planning and Zoning Commission meeting. He 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.

PLEDGE OF ALLEGIANCE

Mr. Supelak led the Pledge of Allegiance.

ROLL CALL

Commission members present: Kim Way, Lance Schneier, Warren Fishman, Kathy Harter, Mark Supelak, Jamey Chinnock

Commission members absent: Rebecca Call

Staff members present: Jennifer Rauch, Nichole Martin, Tammy Noble, Thaddeus Boggs, Michael Hendershot, Tina Wawskiewicz

ACCEPTANCE OF DOCUMENTS

Mr. Schneier moved, Mr. Way seconded acceptance of the documents into the record and approval of the minutes of the 06-16-22 meeting.

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

[Motion approved 6-0.]

Mr. Supelak 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. Mr. Supelak swore in meeting attendees who anticipated testifying on the evening's cases. He stated that there was one case eligible for the Consent Agenda, Mango's Place Amended Final Development Plan, and inquired if any member wished to move the case to the regular agenda for discussion. No member requested that the case be moved to the regular agenda.

CONSENT CASE

- 4. Mango's Place at 5600 Rings Road, 19-125AFDP, Amended Final Development Plan**

Request for Minor Text Modification to permit LED lights for a ±7,900-square-foot daycare facility on a 2.2-acre site zoned Planned Unit Development, Thomas Kohler, Subarea E, located northeast of the intersection of Emerald Parkway with Rings Road.

Mr. Way moved, Mr. Fishman seconded approval of the Final Development Plan with one Minor Text Modification:

1. General Development Standards for all Subareas, Section (3)(d): Parking lot lighting shall be high pressure sodium or LED.

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

[Motion approved 6-0]

EXECUTIVE SESSION

Mr. Supelak moved, Mr. Way seconded to adjourn into Executive Session for the discussion of a pending ligation matter.

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

[Motion approved 6-0]

MEETING RECONVENED

Mr. Supelak moved, Mr. Way seconded to reconvene the meeting.

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

[Motion approved 6-0]

Meeting reconvened at 6:52 p.m.

NEW CASES

1. Mount Carmel Hospital at 4111 Emerald Parkway, 22-094FDP, Final Development Plan

A request for approval of a Final Development Plan for the construction of a 230,000-square-foot, 30-bed inpatient hospital and ambulatory center on a 35.0-acre site zoned Planned Unit Development District, Mount Carmel Hospital Northwest, located southwest of the roundabout of Bright Road and Sawmill Road.

STAFF PRESENTATION

Ms. Martin stated that this a request for review and approval of the Mt. Carmel Hospital Final Development Plan (FDP). The 35.0-acre site, located at 4105 Emerald Parkway, is 750 feet southeast of the intersection of Bright Road and Emerald Parkway. The site has approximately 700 feet of frontage on Emerald Parkway, 250 feet of frontage on Bright Road, 450 feet of frontage on Sawmill Road, and 1,500 feet of frontage along I-270. The site is primarily cultivated land and heavily wooded in the northern portion of the site. The Final Development is the final step of a PUD review. The FDP provides final design details, including building architecture, landscape and

sign design for approval prior to ability to apply for Building Permits. This is the FDP for Phase 1 of the Mount Carmel Hospital, and includes 230,000 square feet of development in a 4-story, 30-bed hospital, sited along I-270 with an emergency department. It also includes a 52,000-square-foot medical office building (MOB) located north of the hospital and 728 parking spaces. Staff parking is located to the rear of the building along Sawmill Road; visitor and patient parking is located forward of the building along Emerald Parkway. The main entrance to the healthcare and wellness campus is located at the Emerald Parkway roundabout with secondary entry points occurring along Bright Road and Sawmill Road. A service only drive connects Emerald Parkway to Sawmill Road and is located south of the building along I-270. The site also includes a service area and helistop. The PUD and rezoning establish site and building development standards, all of which have been confirmed to be compliant with the FDP. All building and pavement setbacks are met with this proposal excluding one request for a Minor Text Modification, to permit a reduced setback for the shared use path. Additionally, the lot and building coverage and maximum building height requirements are met. The applicant has submitted a parking plan, which contains operational details. As part of their parking analysis, they have identified the need for 52 fewer parking spaces in Phase 1 than the 780 spaces originally proposed. Staff recommends the 52 fewer spaces in Phase 1 be provided in Phase 2 for a total of 914 parking spaces. The building has four-sided contemporary architecture; natural building materials are used, which include 38 percent glazing, 12 percent wood/stone accents, and 43 percent brick and metal panel. The total amount of brick and metal panel is 2 percent shy of the 45 percent requirement, which staff has determined to be approximate and compliant. The material specifications are: 1) brick – dark iron spot; 2) stone – natural limestone (full bed dimensional coursing in an ashlar pattern); 3) metal panel – white flat panel with dry joints; 4) wood – Prodema phenolic wood veneer (Onix color); and 5) windows – PPG Night Sky color. As required, the applicant has provided the installation details for the metal and Prodema panels. Staff recommends concealed fasteners be used for installation. Staff has recommended a number of conditions, which are consistent with the Commission’s feedback provided in the previous Commission meetings [Condition details provided.]. All sign details have been provided for the Commission’s review and approval. Staff has reviewed the application against the applicable criteria and recommends approval with 42 conditions, many of which are for clean-up purposes.

APPLICANT PRESENTATION

Diane Doucette, COO, Mount Carmel Health System - St. Ann, Lewis Center, 16171 Lewis Road, Sunbury OH 43074, stated that she is the executive sponsor for the project and will be the future president of the facility. Mt. Carmel desired to locate in Dublin, providing services close to home for the residents within this area. The project review process has been lengthy, and she thanks the Commission for its meaningful feedback into the project’s design. With every element of this design, they have prioritized the patient and customer experience. The Commission expressed a desire for this project to be more than a healthcare campus, a place where the community could gather. A community room on the first floor has been added for the purpose of providing education and guidance related to certain health topics. They have extended great efforts to make this a beautiful, efficient and welcoming campus.

Mark Bultman, Landscape Architect, HGA Architects, 333 East Erie Street, Milwaukee, WI, shared the site plan progression in developing this hospital and wellness campus. The idea of a green ribbon was introduced as a campus unifying element, creating a great patient experience from the initial entrance into the site up to the front door. The building has four-sided architecture and has been sited in a manner to take advantage of being a gateway element within the community. The

final Phase One site plan reflects the full realization of the combined efforts of the Commission and their team to craft a wellness experience throughout the campus. The concept of a green ribbon allowed them to create walking trails to invite the community in, diminish the scale of the parking and wrap the building. That green ribbon terminates at the chapel garden on the right side of the building, framing the view for those within the chapel. The Bright Road landscape plan details have been developed, which include moving the Bright Road connector to the left in order to save more trees. This area now serves a dual purpose of being not only a visual termination but also a space for oncology patients who are receiving infusions at the end of the Emerald B building. Oncology patients, who can be onsite for 1/2 day or longer, will now have a semi-private respite area for their use.

Tim Scanley, Design Architect, HGA, 3114 West Juneau, Milwaukee, WI, 53208 stated that conceptual design was provided with the Preliminary Development Plan, but today they are able to provide more developed architectural character and design. The architecture attempts to provide expression of the space as a place of wellness in both its exterior and interior spaces. [Building materials described in detail.]

Mr. Bultman stated that staff has recommended 42 conditions for approval. They have no objection to 29 of the conditions; however, they do have objections to the other 13 conditions and would like to explain the original intent of those design elements.

Objections to Conditions:

Condition #15: Brick Parapet

"That the architecture be updated to provide a brick parapet to terminate the roofline of the MOB, the connector and the lower level of the east wing, subject to staff approval."

Response:

1. Dramatic design impact that changes the contemporary design language of the façade.
2. PZC has requested that the building design be forward thinking, not tied to the past.
3. Said condition will create a traditional aesthetic.

Condition #17: Surgery Windows

"Revise the four single windows at the second floor of the east elevation to match the other windows on the elevation."

Response:

1. Reflects the condition of the Operating Rooms at this section of the building.
2. The smaller width provides daylight and some connection to the exterior for staff, but limits visibility of patients on stretchers and Operating Room equipment.
3. Various sized openings create visual interest and break down the scale of the Sawmill Road elevation.

Condition #19: Service Screen Wall

"All service yard screen walls to be constructed of brick to be architecturally integrated with the building."

Response:

1. The current design, with a combination of brick and profile metal panel, specifically integrates with the base of the building tying directly into the language of the louvers along the Central Utility Plant.
2. Changing to an all-brick design negatively impacts the material balance of the building, resulting in too much brick.

Condition: #20: Concealed Fasteners

"Provide installation details for the metal and wood panels (Prodema)...subject to staff approval."

Response:

1. Exposed fasteners are color coated and blend well with the panel.
2. When stepping back even 30 feet from the building, the fasteners become virtually imperceptible.
3. Concealed fasteners involve a more complicated installation.

Condition #21: Reduced Parking

"The parking plan be updated to maintain the reduction of 52 spaces in Phase II for a total of 946 parking spaces."

Response:

1. Reduction of 52 stalls in Phase 1 is required for the proposed square footage in Phase 2.

Mike Davis, Landscape Architect, MKSK, 709 Crosby Street, Akron, OH 443302, addressed the next condition:

Condition #23: Landscape Design

"The applicant revise the landscape plans to demonstrate conformance to the requirements of the development text prior to building permit submittal (items noted are foundation plants, tree requirements and site distance triangles)."

Response:

We believe we are in compliance with the zoning requirements.

Mr. Davis stated per their conversations with staff, they will be meeting the required tree counts, some via the Minor Text Modification related to Bright Road, where existing trees will be preserved, and some through the potential reassignment of some trees in the southern portion of the site.

Condition #27: Granite Aggregate

"The applicant update the plans to specify a crushed granite aggregate for all gravel walks and plazas, and demonstrate that the gravel is of a high quality and compaction, subject to staff approval."

Response:

We will provide stabilized limestone with an ODOT-level specification; it is a highly durable material. However, if the Commission prefers granite to limestone, their preference would be to use concrete for those areas, which provides long-term durability and is less costly.

Condition #26: Stone at Light Poles.

"Update the plans to clad with stone the bases of all light poles that are not located within a landscape island."

Response:

1. Not required in the development text or City Code.
2. Ongoing maintenance due to continuous car impacts.

3. Unique request that is not required of surrounding developments. They would be willing to move the light poles into the landscape islands if that would avoid the need to add stone bases.

Condition #27: Helistop Hedges

"Provide a low hedge atop the I-270 mound to fill any screening gaps."

Response:

1. New 6-foot high landscape mounding meets the requirement for perimeter screening.
2. Existing I-270 tree line and elevation restricts all views to the helistop.
3. Additional landscape within the flight path is restricted by the Federal Aviation Administration (FAA).

Without adding those trees or hedges, they still will maintain the visual privacy and desired sight barrier. It would be a safety issue to place plantings within that zone, and is not permitted by the FAA.

Condition #31: Fire Access

"Provide heavy duty pavement for all fire apparatus access drives and fire lanes to the satisfaction of Washington Township Fire Department."

Response 4:

1. Will confirm with the Fire Department the paver system will support the fire apparatus.
2. Design intent is to discourage public from using as a through route; will lead to confusion with vehicles entering the drop-off area going the wrong direction.

Anthony Prince, Environmental Graphic Designer, MKSK, 321 East Capital Street, Columbus, OH 43215 responded to the next two conditions.

Condition #37: Ground Mounted Signage

"All ground mounted signs, exclusive of DR-03, be updated to provide dimensional push-through letters and logos at a minimum dimension of 1.0 inches for the primary site entry sign and .5 inches for all other signs."

Response:

The impact of this requirement will produce halation, which creates a fog-like effect around the edges, reducing the sign's legibility.

Condition #38: Canopy Signage.

"The building-mounted Medical Office and Main Entrance sign designs be revised to be fabricated of clear anodized aluminum letters, individually pin-mounted, and halo-illuminated."

Response:

1. The design is intended to be individual illuminated letters.
2. Halo-illuminated lettering significantly reduces the legibility of the signage from a distance.
3. Halo illumination would require a deeper canopy profile to act as a backdrop for the light.

Mr. Prince stated that the halo illumination would reduce the legibility of the sign's message and not be consistent with how information is communicated across all entrances to the site. The Emergency Department and Ambulance Entry are identified in the same manner as they have proposed.

PUBLIC COMMENTS

The following two public comments were received prior to the meeting:

Maureen Rush, 4143 Macduff Way, Dublin, 43017

"I am still extremely concerned about the increased traffic this will cause on Bright and Sawmill roads. I believe the solutions and timeline for solutions are inadequate. Do we know what the expected daily number of visitors to the site will be? Has this been considered, especially during times when school is in session at Hopewell Elementary? Do we have the potential to back up into two different roundabouts now? I also am concerned how this will impact the local wildlife population in this area. Has any study been done on what wildlife will be displaced and where they will go? Will this cause an increase in wildlife-related accidents on Emerald, Bright, or Sawmill roads? Finally, reading the list of plants for landscaping, I did not see many native plants/trees/shrubs. We have plenty of local nurseries dedicated to providing these; why weren't any of them chosen?"

Carl Gleditsch, 7001 Grandee Cliffs Drive, Dublin 43016

"I've been working with the City of Dublin for the last year to get higher standards for landscaping within the city. We need to not only make sure the landscaping is aesthetically pleasing to people, but also benefit the more natural inhabitants that we share the land with since insect, bird and mammal populations have plummeted over the years. To this end, we need to replace land disrupted by development with native trees, shrubs and perennials. I'm excited to read about the no-mow area and would only ask that plants native to Ohio be used. When done right, this area will provide a great place to walk and enjoy the beauty of nature. I would also ask that Ohio native trees and shrubs be used in the other green spaces, parking lots and foundation areas. I would be happy to meet and talk to the developer, landscape architect and/or owner about ideas for a more wildlife friendly area and the very real need for a better stewardship of our green spaces."

COMMISSION QUESTIONS

Mr. Schneier inquired if staff had seen the applicant's presentation with their objections to the conditions and reasons therefor subsequent to the staff report. Ms. Martin responded that the presentation was provided subsequent to staff's report and shared this afternoon.

Mr. Schneier inquired what was staff's position relative to their presentation.

Ms. Martin responded that this has been a collaborative process throughout. Staff appreciates their perspective. However, staff's recommendations remain the same and they do not recommend any alterations. Staff recognizes that the Commission now has the benefit of the additional testimony from Mount Carmel as well as any public testimony in its deliberation. Staff is open to any modifications the Commission may believe appropriate.

Mr. Way stated that this will be a great project. However, the following issues still need some work:

#1 - Accuracy of Renderings: The ironspot brick looks very red, while the sample provided in the meeting looks gray. It is concerning if the renderings do not represent accurately what the building would look like. Does the landscape illustrated in the renderings accurately reflect the proposed landscape plan?

Mr. Bultman inquired which brick Mr. Way preferred – that reflected in the rendering or that which is represented with the sample.

Mr. Way responded that he likes the sample, which differs from the red-on-red look in the rendering.

Mr. Bultman responded that the sample is an accurate representation. The color in the presentation and rendering is inaccurate. In regard to the landscape rendering, the placement of trees along sidewalks is consistent with the landscape plans. They have not invested significant effort in an accurate depiction of the chapel garden, for example. There are no renderings of the oncology garden.

Mr. Way stated that there is not sufficient landscape information to know if the plan reflects 1,000 trees. He assumes a significant amount of lower plant material, such as grasses and shrubs would be included, as well.

#2 - Alignment of the Bright Road Entry Drive: The alignment of this entry drive looks very circuitous. He assumes the intent was to avoid eliminating some trees, but he is concerned about the safety issue. That road must provide a safe and comfortable entry into the site. If necessary, a couple of trees might have to be sacrificed to reduce the amount of back/forth of the roadway.

Mr. Bultman responded that the road was previously more right justified. Moving it all the way to the left would have made it straight, but the need for tree preservation resulted in a more circuitous roadway. That type of layout also slows down traffic, creating a much better patient experience. He would interpret Mr. Way's comment as that it has become overly circuitous.

Mr. Way stated that because of his previous experience with designing health care environments, he is aware that people coming to this type of facility are often anxious. There is advantage to them having to make fewer decisions in their approach. He is not advocating for the roadway to be straight; attempting to create a sinuous road is the right approach, but it is perhaps too much so. There was conversation at the previous meeting about this attractive wooded area of the site and the need to preserve those trees. However, the pedestrian walkway has ended up right on the property line, which would require a variance. He understands the tree preservation, but he does not believe the pedestrian experience looks positive. There appears to be only the one walkway on one side of the road. Is there a parallel path on the other side, resulting in a loop and a full wooded walk experience? This area has not come together as was discussed at the previous meeting.

Mr. Way continued with concerns:

#03 - Parking Lots: This also was discussed at the previous meeting. The Code emphasizes the need to avoid large expanses of paving. The proposed parking lots do not achieve that goal. Perhaps it is due to the light poles, which may need to be within landscaped islands, which would also eliminate the concern about the light pole bases. A long-term development plan was provided in the meeting materials, which depicts trees within all of the rows. Is it a long-term plan to put trees within the parking lot, or is that an inaccurate depiction?

Mr. Bultman responded that he does not believe the intent is to add trees to the parking lot later.

Mr. Way stated that as discussed at the previous meeting, the lack of landscaping within the parking lot is an issue. What is the reason that more trees were not added to the parking lot?

Mr. Bultman responded that he believes there were two motives that influenced the way in which trees were allocated within the parking lots. The first would be the associated operating costs for the hospital, including storage of snow. The more landscaped islands introduced, the greater the destruction from snow plowing, a maintenance issue for the hospital. The second motive is related to deliberate aggregation of the trees to the outside of the parking lots to provide a visual screen of the parking lot.

Mr. Way stated that he asks from the perspective of the patient experience, who would: park in the parking lot, walk through the cars through an unshaded environment, looking for a sidewalk

that will lead to the desired entrance. A large number of people, patients and staff, will be required to walk through many parked vehicles within a very large parking lot before reaching a safe environment. That is not a great patient experience.

#04 - The future Medical Office Building (MOB): The MOB site will be defined by roads that will be built in this phase. There are no trees along those roads. Although the rendering shows trees along the campus drive, the plans do not show any trees along those roads. Why aren't trees being installed along those roads from the outset? It is not known when the MOB will be built, and in the interest of the patient experience, the drives should be created with landscape trees.

Mr. Bultman responded that the road to which he refers is a service road. Their prioritization of the green ribbon was to create an experience as patients navigate the site. Mr. Way is referring to an edge condition. They have made a specific effort to screen that edge condition from the patient experience. In their compliance for the required number of trees in Phase 1, their priority has been to place the trees where they will add the most value for that patient experience. His questions relate to balance, and they are trying to balance the operational needs against the patient experience, preserving flexibility for what happens in Phase 2.

Mr. Way responded that he does not have understanding of the operational component. He requested confirmation that the trees along the campus drive as shown on the illustration are not proposed, as they are not included in the site plan.

Mr. Davis stated that the trees along the campus drive would not be included until Phase 2. There is a street curb very near the drive curb of the future MOB. The street curb is where the MOB will be located. They want to avoid cutting through the roots of any new trees that may have just been established. They prefer not to plant the trees at this time, knowing that sidewalks and curbs will be installed close to those trees. It would be preferable to plant them later.

Mr. Way stated that the sidewalks could be installed now, which would permit the plantings to be established sooner.

Mr. Davis responded that the sidewalks function directly to the MOB; they do not connect elsewhere.

Mr. Way requested confirmation that there will be no trees along the campus drive nor the service drive adjacent to the MOB future development site.

Mr. Davis responded that the site plans are correct; the renderings are not.

Mr. Fishman stated his concern is the parking lot. He would prefer to see much more landscaping in the parking lot and a walkway leading from the far end of the parking lot to the hospital without traversing the parking lot. He agrees with most of staff's recommendations; for instance, the brick that staff recommends would give the building a much more finished look.

Mr. Chinnock stated that he agrees. He requested the applicant to address the public comment regarding the use of native trees.

Mr. Davis responded that in regard to native plantings, in addition to the no mow turf, the plans do contain a series of meadow mixes. The meadow mixes are expansive along the perimeter of the site to create a natural appearance, which will enhance the site throughout the seasons. They have specified many native trees, including oaks and maples, which are important to the existing animal life within the community. The trees and shrubs used are on the City of Dublin approved plant list, most of which are native cultivars.

Mr. Chinnock stated that in regard to the architecture, there is a significant amount of spandrel; he assumes that does not exceed the permitted amount.

Ms. Martin responded that the development text does not include a maximum percentage for spandrel material.

Mr. Chinnock requested more detail regarding the rooftop metal screening material used on the MOB.

Mr. Scanley responded that it is a profiled metal panel, an open-air screen wall.

Mr. Chinnock inquired if it would match the louver look used on the hospital building.

Mr. Scanley stated that is a 5-inch, corrugated profiled metal panel, a common horizontal panel.

Mr. Chinnock stated that it is very prominent and visible along the roof. Did they explore any other material options?

Mr. Scanley responded that the desire was to tie into the penthouse of the hospital, which uses the same material. Therefore, they did not explore many other materials.

Ms. Harter referred to the applicant's request regarding Condition #17 related to the surgical unit windows. Very few surgical units have windows. She understands the applicant's desire to break up that façade. However, she concurs with the recommendation to use brick versus thin brick. She believes there also is a need for more green spaces in the parking lot, as well as a landscaped walkway.

Mr. Fishman stated that he does not like to see renderings that do not match the plan drawings, as is the case with the landscape rendering. Is the applicant willing to include the number of trees depicted in the rendering?

Mr. Supelak inquired which document is an accurate representation of what is proposed.

Mr. Scanley responded that the rendering is fictitious. The landscape site plan documents exact plant species and spacing.

Ms. Martin clarified that the illustrative site plan does not reflect the proposed landscape plan. She believes Mr. Fishman's question is whether the applicant would be willing to provide the trees on the west side of the campus drive in Phase 1 as depicted on the illustrative site plan.

Mr. Fishman stated that his other concern is the lack of landscaping in the parking lot and lack of pedestrian ability to navigate from the back end of the parking lot to the hospital without dodging vehicles. He would prefer the parking lot landscaping to closely match the rendering. What we see is what we should get.

Ms. Martin clarified that the Commission reviews and approves the technical civil drawings and landscape architecture drawings as well as the architectural elevations. The illustrative plans are intended to convey intent. However, if there is something on the illustrative plans that the Commission would like to add as a condition, that is possible.

Mr. Way stated that the illustrative landscape plans do not show the ground plane plant materials. He inquired if the applicant is not recommending pedestrian path gravel paving...what he refers to as decomposed granite paving, but, instead, an item that ODOT recommends.

Mr. Bultman responded that it is decomposed limestone that is compacted per the ODOT detail. It is not granite, but is limestone.

Mr. Fishman inquired why the pedestrian pathway is not paved.

Mr. Bultman responded that part of the reason is the experience of a paved walking path or a granite path. A crushed limestone path is more natural. Another reason is the need to achieve an economic and operational balance in developing this project.

Mr. Way noted that the surface is also permeable, permitting water infiltration, which is environmentally better.

Mr. Way stated that one-foot high concrete bollards are proposed. Where would those be located? Mr. Davis responded that they would be located at the canopy columns of the main entrances of the hospital and the MOB.

Mr. Way inquired if it would be possible for a vehicle to easily drive over them.

Mr. Davis responded that they are a heavy-duty concrete material, a precast material, which is a Mt. Carmel standard. The bollard height actually is 32 inches.

Mr. Way stated that in the drawing key, there is a symbol for brick paving; however, he cannot find brick paving in the drawings.

Mr. Davis responded that it may be located in the fire lane or the ADA warning pavers.

Mr. Supelak inquired if the glass exterior material is a mix of glass that contains both translucent and spandrel.

Mr. Scanley responded that the exterior mix contains both transparent and spandrel, no translucent material.

Mr. Supelak inquired if the limestone coursing is of varied heights.

Mr. Scanley stated that they are using a coursed ashlar, which are linear bands of certain patterns extending the vertical height of the wall.

Mr. Supelak inquired if a gold color would be mixed in with the gray and the buff colors.

Mr. Scanley responded that the majority of the material would be light buff and both light and dark grays.

Mr. Supelak inquired if exposed fasteners are proposed for both the horizontal and vertical planes.

Mr. Scanley responded affirmatively.

Mr. Supelak inquired if they have used exposed fasteners in previous projects.

Mr. Scanley that they have done so in multiple projects, with a significant level of success.

Mr. Supelak inquired about the level of wear. If the wrong fasteners are used, could discolorations leak down the side of the façade, showing wear over time?

Mr. Scanley responded that he has never seen streaking with the Prodema product. He has not observed negative weathering with the product.

Mr. Supelak inquired if the tones of the white panels would be randomized.

Mr. Scanley responded that the white tones would be randomized across the façade.

Mr. Supelak inquired about the view of the MOB entry drive. In regard to the vertical mullions -- is the glass in the picture frame a heavier piece that appears to be a vertical fin of greater depth.

Mr. Scanley responded that it is a 10-inch deep mullion extrusion, which extends the dimension of a patient room. The fin is offset on the lower floor, creating movement across the façade. Levels 3 and 4 are misaligned, providing texture and visual interest.

Mr. Supelak inquired if a flat panel is currently proposed for the ground-mounted signs.

Mr. Prince responded that the signs would be flush-faced; the white opaque sign face and the acrylic letters are flush.

Mr. Supelak inquired about the removal of landscaping to accommodate the helistop.

Ms. Martin responded that there is existing vegetation along I-270 within the right-of-way. The City's purview is limited to private property outside that right-of-way; therefore, it is not able to guarantee any long-term existence of vegetation within the road right-of-way. Staff's recommendations are related only to the site landscaping to determine appropriate screening.

Mr. Way inquired if the FAA requires that the existing vegetation within the ODOT right-of-way be removed in order to accommodate the helistop.

Mr. Bultman responded that the flight path from the helistop begins on the ground plane at the corners and progresses upward at a defined angle, and the requirement is that there be no obstructions that penetrate that angle. New trees on the applicant's side of the property line would penetrate that. Within the ODOT area, it is clear; no removal of landscaping there is required.

Mr. Way inquired if staff's recommendation for a low hedge along the top edge would violate the FAA required height. A hedge would not seem to be restrictive, so would be a reasonable expectation. Perhaps the FAA will need to respond regarding that element.

Mr. Bultman stated that at some point, they would be having follow-up reviews with the FAA. However, because there already is a visual screen of I-270, they question the value of adding a hedge there. They would prefer to avoid any issues with the FAA.

Mr. Way responded that it appears this issue would be determined by the FAA.

Mr. Supelak stated that the applicant has indicated that they believe they are in compliance with Condition #23; however, staff's position is that they are not in compliance.

Ms. Martin responded that staff has found the proposed internal drive tree requirements not to be in compliance. They have recommended approval of the 4th Minor Text Modification to accommodate the existing trees along the Bright Road access drive, and that the requirement be met along the emergency access drive, however, which the applicant has indicated they can achieve by reallocating the distribution of trees on the site. The other landscaping requirements not met are the foundation plantings on the southwest corner of the building. Additionally, in areas where the perimeter screen landscaping cannot be provided due to FAA requirements, staff recommends a low perimeter hedge be provided.

Mr. Bultman referred to Condition #20, which concerns the termination of the brick (actually a wood panel); there were concerns regarding the finish detail at the top. He showed images of the appearance of the finish detail, noting that it is carefully constructed with a refined termination of the window plane and brick plane at the metal coping at the top.

Mr. Schneier inquired if the panel fasteners would be located in places where the public would be able to see them.

Mr. Bultman responded that the material would be used on the underside of the canopy, which is an area where the public would interface with the product.

Mr. Schneier inquired if the product would be located near a sidewalk or the entrance.

Mr. Bultman responded that is located at the building approach, in an area integral to the window openings [image shown].

Mr. Way inquired what would be the alternative to the exterior fasteners.

Mr. Scanley responded that it would be a concealed fastener. However, concealed fasteners require the use of thicker panels. On the backside of the panel, the fastener is core drilled halfway through

the panel, inserted and leveled. Due to the thickness of the panel and need to level it, it is a much costlier process.

Mr. Fishman inquired if the fasteners would be a steel material.

Mr. Scanley responded that they are galvanized steel, color matched to the selected veneer.

Mr. Fishman inquired about their ability to rust over time.

Mr. Scanley responded that galvanized steel prevents rust from occurring.

Mr. Bultman stated that the lifetime of the panels and fasteners results in less maintenance but more durability than brick.

Mr. Scanley noted that they would be willing to provide photographs of existing projects built some time ago, so that the Commission can view the weathering characteristics of the product with exposed fasteners.

Mr. Bultman noted that there are hospitals that have had this product in place for nearly 20 years, and the product looks as good today as the day those hospitals opened. It is a very durable material.

Commission Discussion

Mr. Supelak stated that general comments would be provided first, followed by Commissioners' responses to the requested Condition exceptions.

Mr. Schneier thanked the applicant for listening to the Commission and the time and effort invested. Their presentation this evening with their responses to certain Conditions was very helpful.

Mr. Fishman stated that the exterior fasteners are low on his list of concerns; high on his list is the parking lot, specifically the ability to walk safely through it and the lack of greenspaces within it. He disagrees that trees would hide the architecture. Most people who come to Dublin admire its greenspaces and landscaping. He agrees that the presentation was excellent, providing clarity of staff and applicant's positions.

Mr. Chinnock stated that he also appreciates the amount of work the applicant has invested in the project, their attention to the Commission's concerns, and their excellent presentation providing clarity of their responses to the conditions. He believes for the most part, however, he is supportive of staff's recommended conditions.

Ms. Harter stated that she appreciates the applicant's time and their outreach to the community.

Mr. Way stated that although he has had many questions and has found the renderings frustrating, as they do not accurately reflect the landscape plan, as a landscaper, he can look at the landscape plan and recognize the quality of what is proposed. It is more difficult for his colleagues to recognize, however, when the renderings do not reflect that. The spaces that have been created, such as the chapel garden, will be gems; the greenspace will be fabulous. There are some fundamental issues remaining that need more work, however, such as the patient arrival experience. Patients arriving by car would park in a large, unshaded parking lot, which does not provide a clear route to a pathway leading safely to the hospital. He believes that element should be addressed in the next phase of the project to make it feel as though it fits. Putting street trees along the streets would help it to look finished. He also believes more work is needed on the Bright Road entry drive area where there is an opportunity to provide a sense of place and a woodland walkway. The present treatment of the walk is simply to push it out of the way. He understands

the need to achieve a balance between tree preservation and accomplishing the right feel but believes more work is needed in that area.

Mr. Supelak complimented the applicant on a great project. This will be a wonderful campus. The project design is well done, and is sensitive to the community and the hospital users. He concurs on the issue of the patient experience accessing the hospital from the parking lot. Although a great greenway leads to the hospital, people are not funneled well to it. It should be an easy fix and provides opportunity to address other issues, such as the light poles. The concern with incomplete phases is that sometimes they remain incomplete. There is merit to addressing that concern in an intermediate manner. He likes the "shadow box" high on the building, but the element needs more depth, more separation. He would advocate for finding another 12 inches to provide better separation. He remains concerned about the east façade, which is the one that is lacking. It is a lengthy ribbon extending left to right. The mass in the back is disconnected, so it does not work together. He might advocate for addressing the elbow or junction on that facade, which is currently lost in that long, continuous ribbon. Perhaps stone or ProdeMa could be used at that elbow to activate and break up the long façade.

Mr. Way stated that is the Sawmill Road, east elevation. He had the same impression – that it is one long look; breaking it up in some manner would make it more successful.

Mr. Supelak indicated that the Commission would now proceed to addressing the applicant's requests to eliminate specific conditions.

Condition #15 - Brick parapet. "The architecture be updated to provide a brick parapet to terminate the roofline of the MOB Connector and the lower level of the east wing."

Mr. Schneier and Mr. Chinnock expressed support of the applicant's request.

Mr. Way requested clarification of the location of the recommended brick parapet.

Ms. Martin clarified that the example shown by the applicant is not an area where staff is recommending the brick parapet. If the condition is removed, Commission would be indicating support of the architecture as submitted.

[Location shown on presentation; discussion continued.]

Due to the clarification, Commission members, including Mr. Chinnock and Ms. Harter, were supportive of Condition #15, requiring the brick parapet.

Condition #17 – Surgery windows: "Revise the four single windows at the second floor of the east elevation to match the other windows on the elevation."

[Discussion regarding the recommended condition.]

Mr. Way stated that staff is advocating for a wider window, but this area is a surgical unit. He agrees with the applicant that it should be possible for people to look into the area; However, it is possible add glazing to the window so it is not possible to see into the building.

Ms. Doucette stated that those windows are aligned to the surgical room door, and where the brick facing exists, there are alcoves for equipment. An alcove must be 50 square feet. That is where operating room tables, CR arms for radiology, and equipment that will support the cases are stored, so that those items are immediately available to the operating room. This is a functional design. If

the windows are widened, functional space for equipment will be lost. The issue is more than one of privacy; it is also an operational concern.

The Commission members were supportive of the applicant's request to eliminate Condition #17 requiring revision of the surgery windows.

Mr. Supelak noted that he would advocate for adding a fin on the horizontal mullion at the ceiling line. Adjusting the fins, depth and wrapping around the building could be compelling.

Condition #19 – Service screen wall: "All service yard screen walls to be constructed of brick to be architecturally integrated with the building."

The Commission was supportive of staff's recommendation.

Condition #20 – Concealed Fasteners: "Provide installation details for the metal and wood panels...subject to staff approval (concealed fasteners)."

The Commission was supportive of staff's recommendation.

Mr. Boggs noted that, although referenced, the condition as written does not require concealed fasteners. It does not foreclose that exterior fasteners may not be used.

Condition #21 - Reduced Parking: "The parking plan be updated to maintain the reduction of 52 parking spaces in Phase II for a total of 946 parking spaces."

The Commission was supportive of staff's recommendation.

Condition #23 – Landscape Plan: "Revise the landscape plans to demonstrate conformance to the requirements of the development text prior to Building Permit submittal (items noted are foundation plants, tree requirements and site distance triangles.)"

Discussion regarding the requirements for the perimeter drive aisle trees (some of the existing trees along the perimeter would count) and the foundation plantings at the corner of the hospital. Ms. Martin clarified that it would also include the trees along the emergency access drive, but the applicant indicated they could do so through reallocation of trees on the site.

Mr. Way inquired if it also would include some of the other concerns discussed tonight.

Ms. Martin responded that if the Commission desired to require plantings along the campus drive, that would be an additional item.

Mr. Schneier inquired about landscaping along a parking lot pathway.

Ms. Martin responded that landscaping there is not required by the development text, so it would not be covered under this condition. If the Commission wanted to require something more than has been depicted, it would be an additional condition.

Condition #27 - Granite aggregate: "Update the plans to specify a crushed granite aggregate for all gravel walks and plazas, and the applicant demonstrate the gravel is of a high quality and compaction..."

Four Commission members were supportive of staff's recommendation.

Condition #29 – Helistop hedges: *"Provide a low hedge atop the I-270 mound to fill any screening gaps."*

Mr. Chinnock stated that ODOT could potentially remove the landscaping within its right-of-way, so he is supportive of staff's recommendation.

Mr. Supelak suggested the language be revised to require applicant to work with staff and that the landscaping be compliant with FAA regulations.

Mr. Boggs indicated the language would be revised accordingly for final consideration.

Condition #31 – Fire access: *"Provide heavy duty pavement for all fire apparatus access drives and fire lanes to the satisfaction of Washington Township Fire Department."*

Mr. Supelak stated that the applicant has indicated the proposed material is agreeable to the Fire Department.

Mr. Way noted that if it is not, the Fire Department would not approve the project.

Mr. Chinnock stated that he is supportive of the applicant's request. If they can prove it meets the requirements, he likes that it is a different material.

Mr. Supelak suggested the word pavement be revised.

Mr. Boggs responded that the word "material" would be used rather than "pavement."

Condition #37 – Ground mounted signage: *"All ground-mounted signs, exclusive of DR-03, be updated to provide dimensional push-through letters and logos at a minimum dimension of 1.0 inches for the primary site entry sign and .5 inches for all other signs."*

The Commission was supportive of staff's recommendation.

Condition #38 – Canopy signage: *"The building mounted, Medical Office and Main Entrance sign designs be revised to be fabricated of clear anodized aluminum letters, individually pin-mounted and halo-illuminated."*

The Commission was supportive of staff's recommendation.

Additional condition:

Mr. Supelak inquired if Commissioners' had indicated an interest in adding an additional condition related to landscaping along the campus drive.

Mr. Way responded that he would advocate for street trees along both sides of the campus and service drives.

Mr. Schneier suggested revising the language to all internal drives.

Ms. Martin noted the condition has been added.

Condition #26 - Stone at Light Poles: *"Update the plans to clad the base of all light poles with stone that are not located within a landscape island."*

Mr. Supelak stated that the Commission has expressed interest in having landscape breaks within the parking lots, which might be coupled with the light pole condition.

Mr. Fishman advocated for the use of real stone for the light pole bases. Stucco stone would fall off.

Mr. Boggs noted that there are only seven (7) free-standing light structures. If landscape breaks will be incorporated in the parking area, there might be opportunity to incorporate the light structures into the pedestrian landscape breaks, in which case the base material would be of less consequence.

Mr. Way noted that there is a third related issue. The pedestrianways within the parking lot should lead to a perimeter sidewalk leading to the front entrance. There are three (3) parking lots that need the additional landscaping incorporated; integration of the light structures; safe pedestrian connectivity to adjoining walkways.

Mr. Boggs stated that these seem to be three inter-related items. A synthesis of which could solve all the concerns, including the applicant's concern about the cladding of the base of the light structures. They could craft the language appropriately.

Discussion continued regarding the poles and the pedestrian friendly parking lots. Consensus was to retain Condition #26 regarding the light poles separate from the parking lot pedestrian-friendly items.

The Commission was supportive of Condition #26.

Additional Condition:

Discussion continued regarding the additional condition related to pedestrian landscaped areas and connection.

Mr. Boggs clarified that if the seven (7) light poles associated with Condition #26 were to be incorporated into the landscaped areas, they would be treated as other light poles within the landscape. No stone bases would be needed.

Mr. Supelak agreed. Condition #26 would become moot.

The Commission was supportive of the additional condition.

Mr. Way noted that his remaining concern is the Bright Road entry drive, specifically the wooded area in which the walkway is located and currently pushed up against the property line. He would advocate for a parallel route to be provided on the east side, creating a walking loop.

Mr. Supelak stated that he is supportive of the idea, but the question is if it should be made a condition.

There was not a consensus of the Commission to make the item a condition for approval.

Mr. Boggs noted that the Commission also expressed a concern about the architecture of the east elevation and had suggested breaking up the façade with either massing or material.

Consensus was to add the condition regarding the east elevation architecture.

The revised list of conditions were reviewed by the Commission.

Mr. Supelak inquired if the applicant had any objections to the revised conditions.

Dennis Fruedeman, President & CEO, Hplex Solutions, 65 Hidden Ravines Dr. #100, Powell, OH 43065, stated that they have been managing the project for Mt. Carmel Health. He thanked the Commission for their time and consideration; however, they are faced with a significant dilemma. They came to the meeting tonight with 12 contested items, which would have increased their costs by \$.5 million. The additional conditions added tonight will increase their costs significantly more. They are fighting inflation and increased construction costs, and this project is over budget. If the Commission approves the project, at this point Mt. Carmel will need to reevaluate the project to see if there are ways in which they can mitigate some of these costs. Although Mt. Carmel is

interested in being a good steward in the community, offering health care at affordable prices, unfortunately, with today's market and the costs of this building in Dublin, they will need to step back and reevaluate the project. On behalf of Mt. Carmel, he thanks the Commission for the time they have invested.

Mr. Supelak stated that there is the option to table the case. Is the applicant prepared to have the Commission vote?

Mr. Fruedeman responded that they have been meeting with the staff every week since last September. Last Wednesday they spoke with staff to prepare for this meeting, and they were given 12 conditions. The first time they saw the 42 changes proposed tonight was last Friday when the meeting materials were distributed. They had very little time to react. If the case were to be deferred, they would lose their subcontractors. In this market, subcontractors hold their prices a limited length of time. They have the site and subcontractors, but the subcontractors have told them that if they do not start construction by August 29, they will walk away from the project and go to Intel, who is taking this market. Their next bidder is \$1.5 million higher. With the changes and associated increases in costs, they are in a quandary. They were surprised and taken aback with the additional changes tonight, but they understand the Commission's reasoning.

Mr. Boggs recommended that the Commission proceed with their vote on the project tonight, which would give the applicant the approval they need to proceed from a business and operational standpoint.

Mr. Schneier moved, Mr. Way seconded approval of the following four (4) Minor Text Modifications:

1. Section II(D)(2)(e): To permit a minimum pavement setback of 10 feet from the west property line for the shared use path connection to Bright Road.
2. Section II(G): To permit the Planning and Zoning Commission to approve an alternate parking ratio with a Parking Plan and to eliminate staffing information from the development text.
3. Section II(H)(4): To permit two off-premise signs for Perry Township Administrative Offices to be approved by the Planning and Zoning Commission with the Final Development Plan. No sign permits shall be required.
4. Section II(J)(2)(8): To permit existing tree preservation to be used to meet the Internal Driveway tree requirement.

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

[Motion approved 6-0.]

Mr. Way moved, Mr. Schneier seconded approval of the Final Development Plan with the following 44 conditions:

General

- 1) Perry Township rectify records with Franklin County regarding the designation and ownership of the 0.309-acre tract of land along Sawmill Road.
- 2) Prior to issuance of the Building Permit for Perry Township site modifications, all Township land be combined into one parcel; and the applicant must obtain a Site Permit through Building Standard for any site modifications to the Perry Township site.
- 3) The applicant update all site plans to correctly depict property lines, right-of-way lines, easements, and parcel ownership for land along Sawmill Road.

Engineering

- 4) The applicant update all engineering drawings to accurately reflect zoning standards including building coverage, lot coverage, parking, and square feet of development.
- 5) That the applicant execute their obligations set forth in the Infrastructure Agreement accepted by City Council per Ordinance 15-22.
- 6) That the applicant dedicate R/W and easements to the City of Dublin in accordance with the Infrastructure Agreement accepted by City Council per Ordinance 15-22 to the satisfaction of the City Engineer.
- 7) That the applicant coordinate proposed site and off-site improvements with the Emerald Parkway Roundabout project to the satisfaction of the City Engineer.
- 8) That the applicant coordinate the proposed ground sign location along Emerald Parkway with the proposed guardrail as part of the Emerald Parkway Roundabout project to the satisfaction of the City Engineer.
- 9) That the applicant work with the City of Dublin to establish ownership and maintenance responsibilities for the proposed guardrail along Emerald Parkway, including the dedication of easements if necessary, to the satisfaction of the City Engineer.
- 10) That the applicant coordinate proposed site and off-site improvements with the Bright Road and Sawmill Road Intersection improvements to the satisfaction of the City Engineer and the City of Columbus' designee.
- 11) That the applicant continue to work with the City of Columbus on proposed modifications to the Sawmill Road access point and median to the satisfaction of the City of Columbus' designee.
- 12) That the applicant continue to work with ODOT and the City of Columbus to obtain any necessary approvals/permits for work within their respective jurisdiction.
- 13) That the applicant continue to work with Engineering to demonstrate stormwater management compliance for both site and off-site improvements to the satisfaction of the City Engineer in accordance with Chapter 53 of the City of Dublin Code of Ordinances.
- 14) That the applicant provides ADA compliant curb ramps at the Emerald Parkway service drive access point to the satisfaction of the City Engineer.

Architecture

- 15) That the architecture be updated to provide a brick parapet to terminate the roofline of the MOB, the connector and the lower level of the east wing, subject to Staff approval.
- 16) That the louvered vent inserts on the east and west elevations maintain a consistent appearance across the entire fifth floor, whether inactive (ornamental) or for active ventilation.
- 17) Further articulate the connector to break the building base and differentiate the entry along the east elevation, subject to Staff approval.
- 18) That the applicant provide the decorative brick detail located on the east elevation of the hospital and north elevation of the MOB, subject to Staff approval.
- 19) That all service yard screen walls be constructed of brick to be architecturally integrated with the building.
- 20) The applicant provide installation details for the metal panels and wood panels (Prodema) prior to submitting for Building Permits.

Parking

- 21) The parking plan be updated to maintain the reduction of 52 parking spaces in Phase II for a total of 946 parking spaces.

- 22) The applicant update the parking plan and civil drawings to reflect the number of bicycle parking spaces provided.

Landscaping

- 23) That the applicant revise the landscape plans to demonstrate conformance to the requirements of the development text prior to Building Permit submittal;
- 24) The applicant update the plans, prior to Building Permits, to provide quantities for all plants in the plant list, subject to Staff approval.
- 25) That the applicant revise the tree survey and tree preservation plans to ensure consistency with the information in the table.
- 26) The applicant update the plans to clad the base of all light poles with stone that are not located within a landscape island.
- 27) The applicant update the plans to specify a crushed granite aggregate for all gravel walks and plazas, and that the applicant demonstrates the gravel is of a high quality and compaction, subject to Staff approval.
- 28) The applicant update the landscape plans to provide a maintenance schedule for the no-mow grass for the first 5 years.
- 29) The applicant provide a low hedge atop the I-270 mound to fill any screening gaps; and the applicant work with Staff to identify a species with a mature height compliant with all FAA regulations.
- 30) Steel pipe bollards only be permitted within service yard, and decorative bollards be required in all other installations.
- 31) The applicant install trees along both sides of all internal drives in Phase I.
- 32) The parking lots be redesigned to establish landscape islands that provide protected and shaded pedestrian connections to the greenways thru each parking lot, subject to Staff approval.

Fire

- 33) The applicant update the plans to provide heavy duty pavement material for all fire apparatus access drives and fire lanes to the satisfaction of Washington Township Fire Department.

Lighting

- 34) That the physical extents of each area of the site defined in the Statistics Table be provided to Planning for verification of the footcandle data prior to submitting for Building Permits.
- 35) That the footcandle levels along the main entry drive be reduced to fall within the average range of one to three footcandles.
- 36) That the average light levels the main entry drive, service yard, and staff entrance be reduced to fall within 4:1 ratio.
- 37) That the applicant update the Luminaire Schedule to provide missing information and correct conflicting specifications for Planning review prior to submitting for Building Permits.

Signs

- 38) Raceways be prohibited for all building mount signs, and all letters and logos be individually mounted.
- 39) All ground-mounted signs, exclusive of DR-03 and DR-04, be updated to provide dimensional push-through letters and logos at a minimum dimension of 1.0 inches for the primary site entry sign and 0.5 inches for all other signs.

- 40) The building mounted, Medical Office and Main Entrance sign designs be revised to fabricate of clear anodized aluminum letter, individually pin-mounted, and halo-illuminated.
- 41) The applicant update the Sign Quantities/Parameters table to accurately reflect square footage for BE-01 and BE-02.
- 42) The applicant update the sign plan to sign the service drive for "authorized emergency and service vehicles only".
- 43) The applicant update the plans to confirm and dimension the minimum 8-foot setback from the right-of-way on all Civil and Landscape drawings.
- 44) Approval of the Perry Township signage is expressly contingent upon Perry Township dismissing Franklin County Case No. 22 CV-05-3590 against the City of Dublin, in full settlement of all claims made regarding any and all Mount Carmel applications, no later than August 17, 2022.

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

[Motion approved 6-0.]

Mr. Supelak stated that the Commission understands that Conditions for Approval can be difficult at times. The Commission sincerely appreciate all the work they have put into this project. It is a wonderful hospital. The Commission is hopeful that this project can work and will work out well for the applicant.

[Brief break. Meeting resumed at 9:54 p.m.]

Mr. Supelak stated that Cases 2 and 3 would be heard together.

2. Hyland Glen at 7270 Hyland-Croy Road, 22-078FDP, Final Development Plan

A request for review and approval of a Final Development Plan for the construction of 102 single-family homes on a 42.5-acre site zoned Planned Unit Development District, Hyland Glen, located northeast of the intersection of Hyland-Croy Road with Post Road.

3. Hyland Glen at 7270 Hyland-Croy Road, 22-079FP, Final Plat

Subdividing a 42.5-acre site to create a 102 single-family lot with the dedication of open space and rights-of-way. The site is zoned Planned Unit Development District, Hyland Glen and is northeast of the intersection of Hyland-Croy Road with Post Road.

STAFF PRESENTATION

Ms. Martin stated that this a request for review and approval of the Hyland Glen Final Development Plan and Final Plat for a new residential neighborhood. This is a Planned Unit Development. The rezoning was approved by City Council in December 2021. The Final Development Plan provides final details including landscape design and signs. It is important to note that the architecture for individual residential development is not reviewed and approved by the Commission as is commercial architecture. The construction of 102 single-family homes is proposed on a 42.5-acre site located northeast of the intersection of Hyland-Croy Road with Post Road and zoned Planned Unit Development District, Hyland Glen. This is on the western boundary of the City of Dublin, and

Hyland Croy Road is located within the jurisdiction of Union County. The site is presently developed with two single-family homes and contains a historic farmstead. The site is surrounded by existing single-family neighborhoods. The lots will be developed in three phases, which correspond to three platted sections of development. All street stub extensions from adjacent neighborhoods will be extended in Section 1, which has 40 lots, and is located north of Springview Lane and south of the south fork of Indian Run. Section 2 has 33 lots located south of Springview Lane, and Section 3 has 29 lots located north of the south fork of Indian Run. All of the lots meet the minimum area, width and depth requirements, accommodating the minimum front yard of 20 feet and necessary setbacks to accommodate development. A total of 13.5 acres of open space is proposed, one acre greater than depicted with the Preliminary Development Plan. The applicant has revised the name of each open space reserve to align with the sections being platted. Each open space reserve serves a specific purpose and is permitted to contain specific features. All of the hatched open areas designated on the plan will be maintained by the HOA and owned by the City of Dublin. Reserve A is a separate project and will be designed by the City of Dublin. The applicant is preserving over 1,000 inches of protected trees and is proposing to replace the majority of those inches on site; any not replaced on site will require a fee in lieu to be paid. The proposed landscape plan shows the implementation of rural roadway character along Hyland-Croy Road for this subdivision, as required by the Community Plan. There will be pockets of no-mow grass, as well as informal clusters of trees, in lieu of street trees. The Hyland-Croy frontage will include limestone piers as well as a four-rail fence. Staff recommends that in lieu of the 4-rail fence, a split rail fence be installed to match the surrounding neighborhoods located to the north and east. The development is permitted three signs. Two secondary signs will be provided at the northernmost and southernmost intersections, and the signs meet all the requirements of the development text. The main entry sign exceeds the maximum size and height permitted by the development text, so the sign size will need to be reduced to a maximum of 20 square feet and 6 feet in height. A Final Plat accompanies the Final Development Plan, which the Commission is requested to recommend for City Council acceptance. The plat delineates final parcel lines, easements, rights-of-way and open space reserves. Staff has reviewed this application against the applicable criteria and recommends approval of the Final Development Plan with 14 conditions and the Final Plat with one condition.

COMMISSION QUESTIONS FOR STAFF

Ms. Harter inquired if the mailboxes have been addressed.

Ms. Martin responded affirmatively. All new subdivisions are required to have combined mailbox units, and the applicant has worked with the City and the U.S. Post Office to identify the locations of those CBU units. They will be decorative in nature with landscaping around the base.

Ms. Harter stated that individual homes would not have mailboxes.

Mr. Boggs responded affirmatively. That is a USPS requirement, not a City requirement.

Mr. Way requested an explanation of staff's recommendation to change the fence type and clarification of split rail.

Ms. Martin responded that staff's recommendation is that the proposed fence match those in Post Preserve, Bishop's Crossing and Bishop's Run. All of the neighborhoods along Hyland-Croy have an untreated split rail fence.

Mr. Way inquired if the rails are round rails or round rails cut in half. He drove through the area yesterday and observed that Post Reserve has a black fence, which seems similar to what the applicant is proposing here. That would seem to serve as a precedent for what is proposed.

Ms. Martin responded that Park Place to the north has stone piers and a natural split rail fence. There is black painted fence on the opposite side of Hyland-Croy Road, within the township. Continuing north on Hyland-Croy Road, additional split rail fence can be seen. Staff wavered between requiring a fence that matched nearby development within the City, or matching those on the opposite side of the road and within the township.

Mr. Schneier inquired if this fence would also have stone piers.

Ms. Martin responded that the applicant is proposing stone piers, although they are tapered and do not have the bookend alignment on top. The proposed stone piers will be similar to those at Autumn Rose Woods.

Mr. Way reiterated that the entrance to Post Preserve has utilized a black rail, some of which cross in an "X" angle. He likes the fence.

Mr. Chinnock inquired how street signage will be addressed. Of note, the Park Mill street signage is not consistent with Dublin street signage; their signs are green versus Dublin's brown signs.

Ms. Martin responded that the street signs within this development would be brown.

Ms. Wawskiewicz stated that within the City of Dublin corporation limits, signage within the public right-of-way has white lettering on brown background and brown posts. The green and white signs are within the Union County jurisdiction.

Mr. Supelak inquired where the no mow grass is contemplated.

Ms. Martin responded that along the Hyland-Croy Road frontage, there are low mounds in some of the areas and also areas of no mow grass. In those latter areas, staff recommends the addition of ornamental grasses to help reinforce the no mow character. The no mow grass is used throughout the corridor due to the rural roadway landscape requirements.

Mr. Way stated that what is proposed is a plan with street trees in a row along Hyland-Croy Road. A condition has been recommended that those trees not be in a row, but more random.

Ms. Martin responded affirmatively. That is only along the street frontage. The rest of the neighborhood would have the typical street trees.

APPLICANT PRESENTATION

Charles Ruma, President, Virginia Homes, 485 Metro Place S. – Suite 350, Dublin, OH 43017, thanked staff for their assistance with the development of this plan. Although not a large site, there were many challenges with this flat piece of land. They agree with all the recommended conditions. The only one with which they had an issue was the fence. His personal preference is the 4-rail fence, but it is not a critical issue. He would concur with the Commission's preference. This fence will extend only a short distance past the entry walls; it does not extend down Hyland-Croy Road. It serves primarily as an accent to the entry features.

COMMISSION QUESTIONS

Ms. Harter stated that split rail fence needs to be replaced occasionally. Was that the reason the applicant proposed the other style of fencing?

Ms. Ruma responded that any fence requires maintenance; the proposed fence would need painting. His selection was due to a personal preference for its look and style.

Ms. Harter inquired about the anticipated HOA costs.

Mr. Ruma responded that an analysis was conducted. During City Council's review the HOA expenses were a primary concern. There are large areas of mowing. He believes the annual HOA cost calculated was \$400-\$500.

COMMISSION DISCUSSION

Mr. Fishman inquired what is anticipated for the existing two homes on the site.

Mr. Ruma responded that the two houses in the middle of the property will be demolished. The farmstead, however, is within the City of Dublin's purview as part of the open space area, which will be transferred to the City. The City will determine the best avenue of preservation. Their only obligation with Reserve A is to build a stormwater detention facility.

Ms. Harter inquired if the mailbox units are a negotiable item with the USPS.

Mr. Ruma responded that the USPS has determined that all new development must have cluster boxes, so that is not a choice for the developer. They will work with the USPS to find the most suitable location in which to provide those facilities. On this site, there are two possible open space locations along Hyland-Croy Road opposite the homes.

Mr. Fishman inquired if there is an easy place for vehicles to pull off there.

Mr. Ruma responded affirmatively. On that side of the street, it is all open space.

Mr. Supelak inquired if a mailbox unit style has been identified. Sometimes, canopies are incorporated.

Mr. Ruma responded that a specific style and color were recommended by staff, and they had no objections.

Ms. Martin stated that the development text requires a decorative cluster mailbox unit; it will not be the standard aluminum type.

Mr. Fishman stated that in the PUD, driveways can be either blacktop, concrete or brick. Which type is intended here?

Mr. Ruma responded that concrete would be an option, but asphalt is the standard. He, personally, has an asphalt driveway because he prefers the aesthetics. There are pros and cons to both materials.

Mr. Fishman stated that he believes concrete or brick are preferable, but if no other Commissioner concurs, he will not pursue it further.

Ms. Martin stated that the development text does not require it. Therefore, the item would refer to City Code, which permits a variety of materials. The applicant would be able to propose asphalt, concrete or any other approved hard surface.

Mr. Way stated that, based upon their argument of consistency, he would concede to staff regarding the fence type.

Mr. Supelak stated that he likes the now mow grasses. He also prefers the fence that the applicant has recommended. Typically, split rail has less presence. He requested Commissioner consensus regarding the fence issue.

Mr. Fishman inquired who would be the responsible party for the fence maintenance.

Mr. Ruma responded that the HOA would maintain the entry, including the fence. He prefers the 4-rail fence, but has no objection to the split rail fence.

Ms. Martin responded that staff also has no objection to either fence.

The majority of Commission members indicated preference for a split rail fence based on the preference of providing consistency along Hyland-Croy Road.

The applicant indicated he had no objection to the 14 conditions.

Mr. Way moved, Mr. Fishman seconded approval of the Final Development Plan with 14 conditions:

- 1) That the applicant update the staking plans to match the reserve name designations identified on the Final Plats;
- 2) That the applicant submit a final landscape plan that specifies the exact location and species of each tree that will be planted; and, the applicant provide Planning the final landscape plan for review removing the plan note that trees may not be shown in their final location, prior to submittal to Building Standards for a Site Permit;
- 3) That the applicant update the landscape plan to arrange the street trees along Hyland-Croy Road irregularly to be consistent with the rural roadway character requirements;
- 4) That the applicant work with Staff to fulfill tree replacement requirements including number of inches, size of trees, and types of trees, prior to submitting a Building Permit;
- 5) That a 6-foot tall chain link fence be used to protect the two large oak trees near the detention basin along Post Road during construction;
- 6) That the landscape plans be updated to provide evergreen trees along the Hyland-Croy Road setback at a rate of one evergreen tree per 15 feet;
- 7) That the applicant update the landscape plan to supplement the no-mow grass with groups of 3-5 ornamental switch grasses to provide visual interest;
- 8) That the applicant update the plans to provide a natural split rail fence in lieu of the black four-rail fence for the entry features;
- 9) That the main entry sign be revised to meet the maximum size requirement of 20 square feet;
- 10) That the applicant execute their obligations set forth in the Infrastructure Agreement accepted by City Council per Ordinance 83-21;
- 11) That the applicant dedicate R/W and easements to the City of Dublin in accordance with the Infrastructure Agreement accepted by City Council per Ordinance 83-21 to the satisfaction of the City Engineer;
- 12) That the applicant coordinate proposed site improvements with the Hyland-Croy Road Improvement Project to the satisfaction of the City Engineer and Union County Engineer;
- 13) That the applicant coordinate proposed site improvements with the US 33/SR 161/Post Road Interchange Improvement Project to the satisfaction of the City Engineer, Union County Engineer, and the Ohio Department of Transportation's Designee; and
- 14) That the applicant continue to work with Engineering to demonstrate stormwater management compliance to the satisfaction of the City Engineer in accordance with Chapter 53 of the City of Dublin Code of Ordinances, including modifications to the proposed major flood routing design.

Mr. Chinnock, yes; Ms. Harter, yes; Mr. Fishman, yes; Mr. Schneier, yes; Mr. Supelak, yes; Mr. Way, yes.

[Motion approved 6-0.]

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

- 1) That the applicant make any minor technical adjustments to the plat prior to submission for acceptance to City Council.

Mr. Supelak, yes; Mr. Schneier, yes; Mr. Fishman, yes; Mr. Chinnock, yes; Ms. Harter, yes; Mr. Way, yes.

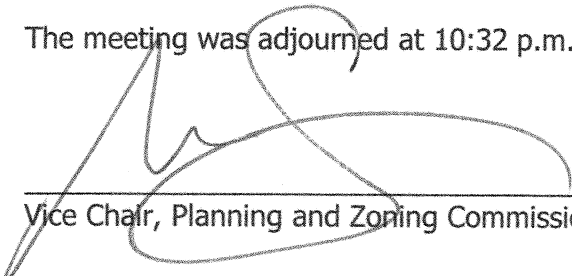
[Motion approved 6-0.]

COMMUNICATIONS

Ms. Rauch reported that:

- The next regular meeting of PZC is scheduled for 6:30 p.m., Thursday, August 18, 2022.
- There will be a joint Council-PZC-ARB-BZA meeting on Wednesday, August 31, 2022.
- Senior Planner Nichole Martin will be leaving the City's employment to take a position with another employer.

The meeting was adjourned at 10:32 p.m.



Vice Chair, Planning and Zoning Commission



Assistant Clerk of Council