



To: Members of Dublin City Council
From: Marsha I. Grigsby, City Manager *mlg*
Date: June 27, 2013
Initiated By: Steve Langworthy, Director of Land Use and Long Range Planning
Paul Hammersmith, P.E., Director of Engineering/City Engineer
Re: Preliminary Plat of Rights-of Way for John Shields Parkway, Trinity Street, Tradala Row, Tollgate Avenue, and Dublin Center Drive (Case 13-052PP).

Summary

This is a request for review and approval of a Preliminary Plat for 7.091 acres of public right-of-way in the Bridge Street District. This plat (which will be followed by a separate Final Plat application) establishes a new street system for a portion of the Dublin Village Center (DVC) site within the Bridge Street Corridor Sawmill Center Neighborhood (BSC-SCN) District. No individual lots are proposed with this Preliminary Plat; however, the new rights-of-way will establish the boundaries of the proposed 324-unit Edwards Communities apartment building currently under review by the Administrative Review Team.

Background

The Planning and Zoning Commission reviewed a Basic Plan for the initial phase of the DVC redevelopment and the associated Edwards apartment proposal at their May 16, 2013 meeting. The Commission also reviewed and made a recommendation to City Council on the Preliminary Plat request on June 20, 2013.

The applicant has also submitted Development Plan Review and Site Plan Review applications to the Administrative Review Team (ART). The Development Plan Review includes the proposed street network and block system. The Site Plan Review focuses on the proposed apartment building and associated site improvements. Approval of the Preliminary Plat by City Council and of the Development Plan by the ART is necessary prior to approval of the proposed Site Plan.

Description

The site is part of Dublin Village Center and is bounded by Tuller Road to the north, Village Parkway to the west and Dublin Center Drive to the east. Existing uses served by the proposed rights-of-way include the AMC Theater, Applebee's restaurant, and portions of two shopping center buildings and associated parking lots. The Preliminary Plat also provides streets for the proposed Edwards apartment building. Portions of the existing shopping center buildings will be demolished (by the property owner) prior to construction of the new streets within the platted area.

The development blocks created by these rights-of-way were approved by the Planning and Zoning Commission on May 16, 2013 with the Basic Plan Review, including approval of a waiver

to exceed the maximum permitted block size for the Edwards apartment project and for the existing AMC Theater. The proposed street network meets the objectives of the Code and achieves walkable blocks that place high value on pedestrian movement and safety and that appropriately distributes vehicular traffic. The access points onto the proposed public streets and the new intersections are acceptable at this preliminary stage and the general layout of the streets conforms to the Street Network Map in the Bridge Street Code.

Street Section Details

The Subdivision Regulations require the Preliminary Plat to include the proposed street details, including lane widths, sidewalk dimensions, planting areas, etc. The plat provides right-of-way widths based on typical street sections developed as part of the Bridge Street District planning process, and as further refined through the review process for the proposed Edwards apartment project and the planned redevelopment of the Dublin Village Center.

All proposed street pavement sections have two 11-foot wide travel lanes and 8-foot wide parallel parking lanes on both sides of the street. Except as noted below, 2 or 2½-foot wide “carriage walks” (a paved walkway for passengers to step when entering or exiting a parked vehicle) are adjacent to the parallel parking.

Typical street intersections will be designed with pedestrian crossing “bump-outs” to minimize crossing distance and define the parallel parking lane, similar to those implemented in Historic Dublin. All streets will have minimum 5-foot wide tree lawns on both sides, with the exception of John Shields Parkway, which will include 6-foot wide tree lawns. All streets include 6-inch vertical curbs separating the vehicular and pedestrian realms.

The Plat provides rights-of-way for the following new or reconfigured streets:

- *John Shields Parkway* (76-foot right-of-way) is the east-west District Connector Street intended to provide a road connection from Sawmill Road to Riverside Drive. The first phase of John Shields Parkway was approved with the Vrable Healthcare Final Development Plan and Final Plat (located on the south side of Tuller Road east of Riverside Drive). The details of the John Shields Parkway street section are discussed in the next section of this memo.
- *Dublin Center Drive* (76-foot right-of-way) will be reconfigured to create a T-intersection with John Shields Parkway. Additional right-of-way is provided to straighten the existing curve.
- *Tollgate Avenue* (65-foot right-of-way) provides an additional east-west connection from Dublin Center Drive to Village Parkway. The AMC Theater and the Applebee’s restaurant will have frontage along this new street. Tollgate Avenue will include 11-foot travel lanes, 8-foot wide parallel parking lanes, 2-foot wide carriage walks, 5-foot wide tree lawns and 6-foot wide sidewalks.
- *Tradala Row* (65-foot right-of-way) is a proposed north-south street that connects Tuller Road to Tollgate Avenue and creates the eastern boundary of the apartment block for

the Edwards project. Two street sections are proposed for Tradala Row. North of John Shields Parkway, the street will include 8-foot wide sidewalks as required by the Commission during the Basic Plan Review, and 5-foot wide tree lawns. South of John Shields Parkway, Tradala Row will include 2-foot wide carriage walks, 5-foot wide tree lawns, and 6-foot wide sidewalks.

- *Trinity Street* (60- to 65-foot right-of-way) connects Tuller Road to the new Tollgate Avenue east of the AMC Theater and to the west of the proposed Edwards apartment building. Two street sections are proposed for Trinity Street. A 65-foot right-of-way will be provided for the section south of John Shields Parkway, including 2-foot wide carriage walks, 5-foot wide tree lawns, and 6-foot wide sidewalks. North of John Shields Parkway, a 60-foot right-of-way includes 5-foot wide tree lawns adjacent to the travel lane and 5½-foot wide sidewalks. Due to the location of an overhead power line easement and related development restrictions to the west of the proposed apartment block, the narrower right-of-way in this location is adequate to accommodate all necessary street details.

John Shields Parkway

Provision of Bicycle Facilities

Planning and Engineering have worked together to develop a typical roadway section (Figure A) for portions of John Shields Parkway extending from Riverside Drive to Village Parkway, which is envisioned to provide frontage primarily to new urban residential development (this typical section was approved as part of the Final Plat for the Vrable Healthcare facility). This section includes a "cycletrack" facility on both sides of the street. Unlike the City's standard multi-use paths, cycletracks are facilities dedicated to bicyclists and intended for direct travel along the street grid. Cycletracks on John Shields Parkway are intended for one-way bicycle travel in each direction and will be located behind the curb at the same level as the pedestrian sidewalk, separated by a tree lawn. Pedestrians walking to or from vehicles parked on the street will walk across the cycletrack to access the sidewalk. This bicycle/pedestrian cross-flow is not expected to be a problem in more residential areas, where parking turnover will be less frequent than in an area with greater commercial and mixed use activity.

Cycletracks are not expected on every street in the Bridge Street District. Staff has prioritized the use of cycletracks on a loop system on portions of the District Connector Streets planned for the Bridge Street District that will connect Riverside Drive to Village Parkway. The system will run along portions of John Shields Parkway, Village Parkway, and a new street that will eventually connect Village Parkway to Dale Drive. A two-way cycletrack is planned along the east side of Riverside Drive to connect the north and south legs of this system. The cycletrack system is also planned to connect the east and west sides of the Bridge Street District when John Shields Parkway is eventually extended across the Scioto River.



Figure A. John Shields Parkway (Typical Section with Cycletracks)

Although John Shields Parkway is a District Connector Street, the land use context and character of this street is expected to change east of Village Parkway. Staff's expectation for John Shields Parkway inside Dublin Village Center is for bicyclists to use the street rather than providing a separate facility for bikes. This is based on the expectation that the redeveloped site will be among the densest, most urban centers of activity within the Bridge Street District, with a greater emphasis on retail, dining and entertainment uses and very high levels of pedestrian activity and parking turnover. Vehicle speeds are intended to be low (targeted at 25 miles per hour). Staff's design intent for streets in this area is that bikes and cars will be able to safely comingle within a typical travel lane and cyclists will be permitted to ride in the center of the lane to avoid the "door swing zone" of parked cars. This will avoid conflicts between pedestrians and cyclists between the sidewalk and the parallel parking lane, as well as at crosswalk locations. It is also expected that many cyclists traveling to destinations within Dublin Village Center will choose to walk their bicycles along the sidewalk, and/or park their bicycles at a public bike rack and proceed to their destinations on foot.

Planning and Zoning Commission Basic Plan Review

As part of the Basic Plan application submitted for the Edwards apartment project and surrounding blocks, the applicant proposed a typical street section for John Shields Parkway (Figure B) that was consistent with staff's design intent as described above. At the Basic Plan Review, the Planning and Zoning Commission made a condition of approval that a "designated bicycle way" be provided along John Shields Parkway within Dublin Village Center rather than requiring bicyclists to rely on riding within the street. Staff worked with the applicant to develop a revised street section (Figure C) to meet this condition as part of the Preliminary Plat review. The revised section included a two-way shared bicycle/pedestrian path on the north side of

John Shields Parkway (in front of the proposed Edwards apartment building) along with a separate pedestrian-only sidewalk on the other side of the tree lawn. The south side of the John Shields Parkway was proposed to have a carriage walk and typical sidewalk, with no bicycle facility. Staff supported this solution and recommended approval of the Preliminary Plat.



Figure B. John Shields Parkway as proposed at the Basic Plan Review with no bicycle facilities



Figure C. John Shields Parkway as originally submitted to the Planning and Zoning Commission with the Preliminary Plat with a shared bicycle/pedestrian path

After further analysis of the revised plan depicting the shared bicycle/pedestrian path configuration, the applicant expressed concern with the potential for pedestrian/bicycle conflicts in the proposed bikeway due to the high volume of retail-oriented pedestrian activity expected in this area. To address this concern, the applicant developed an alternative street section (Figure D) for the Commission's consideration. The alternative street section eliminated the sidewalk-level shared path and instead added an additional three feet of pavement width to both vehicular travel lanes, with a "sharrow" marking on the outside edge of the widened travel lane (this is the same pavement marking used on portions of Emerald Parkway).



Figure D. John Shields Parkway – Applicant's alternative section as proposed to the Planning and Zoning Commission during the Preliminary Plat review

Staff is concerned with the wide lane/sharrow approach and is not supportive of this solution for the following reasons:

- 1) One of the key design objectives for streets within the Bridge Street District is to minimize pavement width, helping to control traffic speeds and enhance pedestrian mobility;
- 2) A sharrow marking along the outside edge of the travel lane encourages cyclists to ride within the door swing zone of the parallel parking lane and within the maneuvering area used by cars to back into parallel spaces;
- 3) Wider vehicular travel lanes induce increased automobile speeds, potentially negating the effect of providing additional space for cyclists on the road; and
- 4) The additional pavement width increases pedestrian crossing distances at intersections.

Accommodating bicycle travel while maintaining a safe, pedestrian-friendly environment is very important. It is staff's opinion that in highly walkable urban environments, streets should be designed with the clear expectation that cyclists may use typical vehicular travel lanes and additional pavement width is counterproductive for low-speed streets.

Planning and Zoning Commission Preliminary Plat Review

During the Planning and Zoning Commission's review of the Preliminary Plat, the Commission felt that neither of the proposed street sections (either the two-way bicycle/pedestrian path on the north side of John Shields Parkway, or the wide lane/sharrow configuration) adequately met the original Basic Plan condition requiring "a designated bicycle way." The Commission recommended that staff continue to explore an acceptable solution and added the following condition of approval (Condition 5) to the Preliminary Plat:

That the applicant continue to work with staff to design the proposed bicycle facility for John Shields Parkway as a space separately designated to avoid conflicts with pedestrians and vehicles, and that the street sections be updated accordingly prior to submitting the Preliminary Plat to City Council.

The Commission also added a condition of approval (Condition 3) to provide minimum 5-foot wide tree lawns and minimum 8-foot wide sidewalks on John Shields Parkway.

Staff has continued to work with the applicant to find an acceptable solution to accommodate bicycle travel on John Shields Parkway while addressing the design objectives reflected in the Commission's condition. Another option that was considered would have further widened the pavement width to provide a striped and dedicated bicycle lane adjacent to the parallel parking lane. However, staff has concerns with this approach for the same reasons noted above for the wide lane/sharrow option.

Proposed John Shields Parkway Section

The applicant has provided a revised Preliminary Plat for Council's consideration. The proposed street section for John Shields Parkway (Figure E) includes 11-foot wide "shared lanes" and 8-foot wide parallel parking lanes. The shared lanes include sharrow markings in the *center* of the travel lane, rather than within the "door swing zone" at the edge of the travel lane, with no increase to the overall lane width. Additionally, the street will be signed to clearly indicate that bicyclists may use the full lane, using appropriate pavement markings and traffic sign standards per the Ohio Manual on Uniform Traffic Control Devices (OMUTCD).

In addition to the pavement markings and signs encouraging cyclists' full use of the shared travel lanes, the preferred street section includes a 6-foot wide tree lawn and a 10-foot wide sidewalk. Both the tree lawn and sidewalk dimensions exceed the minimums requested by the Commission. The wider sidewalk reinforces the Commission's desire for an active pedestrian-oriented street and is consistent with the planning and design objectives for streets within the Sawmill Center Neighborhood District.

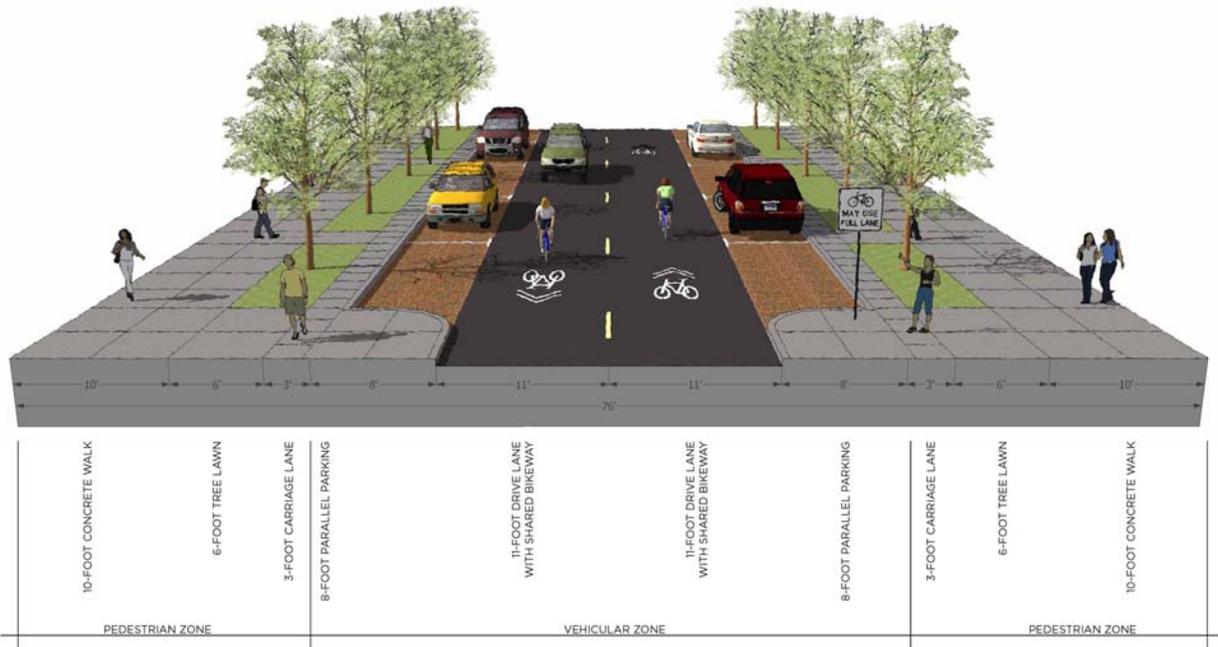


Figure E. Proposed John Shields Parkway Section with shared bicycle/vehicle lanes, pavement markings and traffic signs

While this solution does not meet the letter of the Planning and Zoning Commission's condition to provide a "separately designated" bicycle facility, staff believes that it meets the spirit and intent of designing John Shields Parkway within the Dublin Village Center as a bicycle-friendly street with an inviting pedestrian realm. This design solution will help avoid conflicts with bicyclists and vehicles by setting a clear expectation for both motorists and cyclists that cyclists are expected to ride within the travel lane and motorists are expected to respect their right to do so.

Other Plat Considerations

Right-of-Way Lines at Street Intersections

The Subdivision Regulations 152.029(B)(6) require rights-of-way at street intersections be connected with a straight line tangent. The proposed plat does not include this chamfered intersection due to the Bridge Street Code requirements for "corner occupancy" by buildings, and Engineering has confirmed that the subdivision requirement is not necessary in this location. Code allows the Planning and Zoning Commission and City Council to modify this requirement. The Commission approved a condition (Condition 4) to waive the requirement. By approving the proposed plat, Council will waive the requirement; no additional action is necessary.

Utility Infrastructure

The applicant is proposing to use existing sanitary sewer infrastructure to serve the proposed Edwards apartment project. New public sanitary sewer extensions may be needed to serve future development in this area and will be studied as part of future project proposals. New public water lines will be installed within the proposed rights-of-way. The applicant proposes to

reuse portions of the existing on-site storm sewer system. Engineering has undertaken a review of the existing stormwater infrastructure conditions and will determine if additional storm sewers will need to be installed with this project. The applicant is also proposing to use a permeable paver in the parallel parking spaces along John Shields Parkway. This will provide the necessary water quality storm control measures to meet both City and State requirements. More information on the existing and proposed utility infrastructure is included in the June 20 Planning and Zoning Commission Report (attached to this memo).

Open Space

Open Space dedication is not required with a right-of-way plat. A Development Agreement between the City and the property owner will include provisions for the fulfillment of the required open space dedication for the Edwards residential project.

Tree Preservation

The required tree survey includes a table listing all trees within the proposed right-of-way to be removed and their conditions. There are 167 trees that equate to 1,524 inches to be removed. Code Section 153.065(D)(9)(b) provides for exemptions to tree replacement requirements in the Bridge Street District when trees were planted as part of a previously approved development plan, requiring no replacement of the removed trees.

Recommendation of the Planning and Zoning Commission

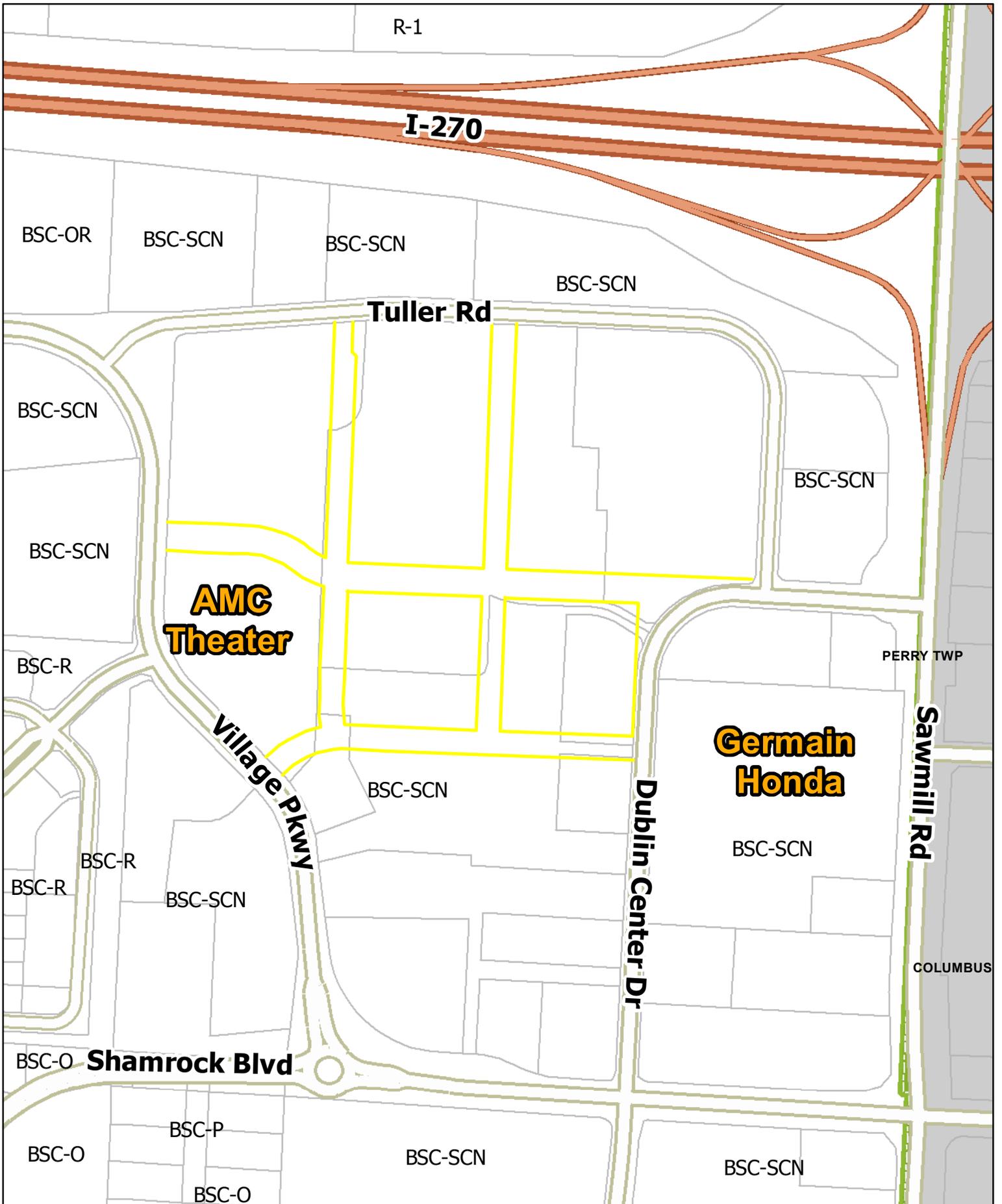
The Planning and Zoning Commission reviewed the proposed Preliminary Plat on June 20, 2013 and recommended approval to City Council with five conditions (listed below). Conditions 1, 2 and 3 have been addressed by the applicant to the satisfaction of Planning and Engineering. Condition 4 will be met with approval of the proposed Preliminary Plat by City Council. Although a "separately designated" bicycle space as described in Condition 5 is not provided, it is staff's recommendation that the proposed street section for John Shields Parkway is an appropriate solution that addresses the objectives of the condition.

Recommended Conditions (Planning and Zoning Commission):

- 1) That the applicant ensure that any minor technical adjustments to the plat are made prior to City Council submittal;
- 2) That the applicant provide street names for proposed Streets A, B and C prior to submitting the preliminary plat for City Council review;
- 3) That the applicant revise the proposed street section for John Shields Parkway to include minimum 5-foot wide tree lawns and minimum 8-foot wide sidewalks, and provide additional easements where necessary;
- 4) That the subdivision requirement stating rights-of-way lines at street intersection must be connected with a straight line tangent be waived with this proposal; and
- 5) That the applicant continue to work with staff to design the proposed bicycle facility for John Shields Parkway as a space separately designated to avoid conflicts with pedestrians and vehicles, and that the street sections be updated accordingly prior to submitting the preliminary plat to City Council.

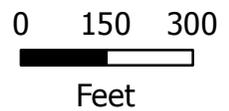
Recommendation

Staff recommends City Council approval of the proposed Preliminary Plat.



City of Dublin

13-052PP
 Preliminary Plat
 Dublin Village Center
 Tuller Road & Village Parkway





CITY OF DUBLIN.

Land Use and
Long Range Planning
5800 Shier-Rings Road
Dublin, Ohio 43016-1236

Phone/ TDD: 614-410-4600
Fax: 614-410-4747
Web Site: www.dublin.oh.us

PLANNING AND ZONING COMMISSION APPLICATION

(Code Section 153.232)

I. PLEASE CHECK THE TYPE OF APPLICATION:

<input type="checkbox"/> Informal Review	<input type="checkbox"/> Final Plat (Section 152.085)
<input type="checkbox"/> Concept Plan (Section 153.056(A)(1))	<input type="checkbox"/> Conditional Use (Section 153.236)
<input type="checkbox"/> Preliminary Development Plan / Rezoning (Section 153.053)	<input type="checkbox"/> Corridor Development District (CDD) (Section 153.115)
<input type="checkbox"/> Final Development Plan (Section 153.053(E))	<input type="checkbox"/> Corridor Development District (CDD) Sign (Section 153.115)
<input type="checkbox"/> Amended Final Development Plan (Section 153.053(E))	<input type="checkbox"/> Minor Subdivision
<input type="checkbox"/> Standard District Rezoning (Section 153.018)	<input type="checkbox"/> Right-of-Way Encroachment
<input checked="" type="checkbox"/> Preliminary Plat (Section 152.015)	<input type="checkbox"/> Other (Please Specify): _____

Please utilize the applicable *Supplemental Application Requirements* sheet for additional submittal requirements that will need to accompany this application form.

II. PROPERTY INFORMATION: This section must be completed.

Property Address(es): 6635-689, 6689, 6711-815 Dublin Center Dr., 6800 Federated Blvd., 6825 Tuller Rd.	
Tax ID/Parcel Number(s): 273-009054, 273-009045, 273-009094, 273-009153, 273-009127, 273-009154, 273-009055, 273-009030	Parcel Size(s) (Acres): 13.690+10.807+8.428+0.923+1.492 +0.911+7.446+1.920 = 45.617 Ac.
Existing Land Use/Development: Dublin Village shopping center	

IF APPLICABLE, PLEASE COMPLETE THE FOLLOWING:

Proposed Land Use/Development: Public roadways

Total acres affected by application: 7.181 Ac.

III. CURRENT PROPERTY OWNER(S): Please attach additional sheets if needed.

Name (Individual or Organization): Whittingham Capital, LLC	
Mailing Address: (Street, City, State, Zip Code)	565 Metro Pl. S. Ste. 480 Dublin, OH 43017 Attn: Kevin McCauley
Daytime Telephone: 614-764-9981	Fax: 614-764-2207
Email or Alternate Contact Information: kevin@stavroff.com	

IV. APPLICANT(S): This is the person(s) who is submitting the application if different than the property owner(s) listed in part III. Please complete if applicable.

Name: Edwards Communities Development Co., Attn: Steve Simonetti		Applicant is also property owner: yes <input type="checkbox"/> no <input checked="" type="checkbox"/>
Organization (Owner, Developer, Contractor, etc.): Developer		
Mailing Address: 495 S. High St., Ste. 150, Columbus, OH 43215 (Street, City, State, Zip Code)		
Daytime Telephone: 614-241-2070	Fax: 614-241-2080	
Email or Alternate Contact Information: ssimonetti@edwardscompanies.com		

V. REPRESENTATIVE(S) OF APPLICANT / PROPERTY OWNER: This is the person(s) who is submitting the application on behalf of the applicant listed in part IV or property owner listed in part III. Please complete if applicable.

Name: EMH&T, Attn: Robert Ferguson, PE	
Organization (Owner, Developer, Contractor, etc.): Civil Engineer	
Mailing Address: 5500 New Albany Rd., Columbus, OH 43215 (Street, City, State, Zip Code)	
Daytime Telephone: 614-775-4619	Fax: 614-775-4806
Email or Alternate Contact Information: rferguson@emht.com	

VI. AUTHORIZATION FOR OWNER'S APPLICANT or REPRESENTATIVE(S): If the applicant is not the property owner, this section must be completed and notarized.

I, Matt Stavroff, the owner, hereby authorize Edwards Communities Development Co. c/o Steve Simonetti to act as my applicant or representative(s) in all matters pertaining to the processing and approval of this application, including modifying the project. I agree to be bound by all representations and agreements made by the designated representative.

Signature of Current Property Owner:  Date: 6-3-13

Check this box if the Authorization for Owner's Applicant or Representative(s) is attached as a separate document

Subscribed and sworn before me this 3 day of June, 2013
 State of Ohio
 County of Franklin

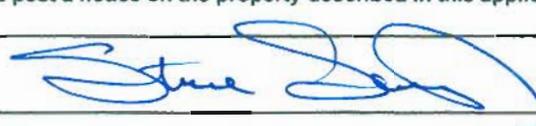


BERNICE J. DANIELS
 Notary Public, State of Ohio
 My Commission Expires 09-27-2014

Stamp or Seal

Notary Public Bernice J. Daniels

VII. AUTHORIZATION TO VISIT THE PROPERTY: Site visits to the property by City representatives are essential to process this application. The Owner/Applicant, as noted below, hereby authorizes City representatives to visit, photograph and post a notice on the property described in this application.

I, <u>Steve Simonetti</u> , the owner or authorized representative, hereby authorize City representatives to visit, photograph and post a notice on the property described in this application.	
Signature of applicant or authorized representative: 	Date: <u>6/3/13</u>

FILE COPY



Land Use and
Long Range Planning
5800 Shier-Rings Road
Dublin, Ohio 43016-1236
Phone/TDD: 614-410-6200
Fax: 614-410-6747
Web Site: www.dublin.oh.us

PLANNING AND ZONING COMMISSION APPLICATION

(Code Section 153.232)

I. PLEASE CHECK THE TYPE OF APPLICATION:

<input type="checkbox"/> Informal Review	<input type="checkbox"/> Final Plat (Section 152.085)
<input type="checkbox"/> Concept Plan (Section 153.068(A)(1))	<input type="checkbox"/> Conditional Use (Section 153.236)
<input type="checkbox"/> Preliminary Development Plan / Rezoning (Section 153.053)	<input type="checkbox"/> Corridor Development District (CDD) (Section 153.115)
<input type="checkbox"/> Final Development Plan (Section 153.053(E))	<input type="checkbox"/> Corridor Development District (CDD) Sign (Section 153.115)
<input type="checkbox"/> Amended Final Development Plan (Section 153.053(E))	<input type="checkbox"/> Minor Subdivision
<input type="checkbox"/> Standard District Rezoning (Section 153.018)	<input type="checkbox"/> Right-of-Way Encroachment
<input type="checkbox"/> Preliminary Plat (Section 152.015)	<input type="checkbox"/> Other (Please Specify): _____ _____

Please utilize the applicable *Supplemental Application Requirements* sheet for additional submittal requirements that will need to accompany this application form.

II. PROPERTY INFORMATION: This section must be completed.

Property Address(es):	
Tax ID/Parcel Number(s):	Parcel Size(s) (Acres):
Existing Land Use/Development:	

IF APPLICABLE, PLEASE COMPLETE THE FOLLOWING:

Proposed Land Use/Development:
Total acres affected by application:

III. CURRENT PROPERTY OWNER(S): Please attach additional sheets if needed.

Name (Individual or Organization): Clearview Dublin, LLC	
Mailing Address: (Street, City, State, Zip Code)	2121 N. Akard, Suite 250 Dallas, Texas 75201 Attn: Michael D. Starcher
Daytime Telephone: 214-855-0550	Fax: 214.855.0558
Email or Alternate Contact Information: mikes@ciltol.com	

IV. APPLICANT(S): This is the person(s) who is submitting the application if different than the property owner(s) listed in part III. Please complete if applicable.

Name: Edwards Communities Co., Attn: Steve Simonetti		Applicant is also property owner: yes <input type="checkbox"/> no <input checked="" type="checkbox"/>
Organization (Owner, Developer, Contractor, etc.): Developer		
Mailing Address: 495 S. High St., Ste. 150, Columbus, OH 43215 (Street, City, State, Zip Code)		
Daytime Telephone: 614-241-2070	Fax: 614-241-2080	
Email or Alternate Contact Information: ssimonetti@edwardscompanies.com		

V. REPRESENTATIVE(S) OF APPLICANT / PROPERTY OWNER: This is the person(s) who is submitting the application on behalf of the applicant listed in part IV or property owner listed in part III. Please complete if applicable.

Name: EMH&T, Attn: Robert Ferguson, PE	
Organization (Owner, Developer, Contractor, etc.): Civil Engineer	
Mailing Address: 5500 New Albany Rd., Columbus, OH 43054 (Street, City, State, Zip Code)	
Daytime Telephone: 614-775-4619	Fax: 614-775-4806
Email or Alternate Contact Information: rferguson@emht.com	

VI. AUTHORIZATION FOR OWNER'S APPLICANT or REPRESENTATIVE(S): If the applicant is not the property owner, this section must be completed and notarized.

I, Michael D. Starchee, the owner, hereby authorize Edwards Communities Development Co. c/o Steve Simonetti to act as my applicant or representative(s) in all matters pertaining to the processing and approval of this application, including modifying the project. I agree to be bound by all representations and agreements made by the designated representative.

Signature of Current Property Owner: Michael D. Starchee, President
Clearview Dublin, LLC an Ohio limited liability company

Date: 6/13/13

Check this box if the Authorization for Owner's Applicant or Representative(s) is attached as a separate document

Subscribed and sworn before me this 13th day of June, 20 13

State of Texas

County of Dallas

Notary Public Mary B. Castleberry



VII. AUTHORIZATION TO VISIT THE PROPERTY: Site visits to the property by City representatives are essential to process this application. The Owner/Applicant, as noted below, hereby authorizes City representatives to visit, photograph and post a notice on the property described in this application.

I, _____, the owner or authorized representative, hereby authorize City representatives to visit, photograph and post a notice on the property described in this application.	
Signature of applicant or authorized representative:	Date:

VIII. UTILITY DISCLAIMER: The Owner/Applicant acknowledges the approval of this request for review by the Dublin Planning and Zoning Commission and/or Dublin City Council does not constitute a guarantee or binding commitment that the City of Dublin will be able to provide essential services such as water and sewer facilities when needed by said Owner/Applicant.

I, <u>Steve Simonetti</u> , the owner or authorized representative, acknowledge that approval of this request does not constitute a guarantee or binding commitment that the City of Dublin will be able to provide essential services such as water and sewer facilities when needed by said Owner/Applicant.	
Signature of applicant or authorized representative: <u>[Signature]</u>	Date: <u>6/3/13</u>

IX. APPLICANT'S AFFIDAVIT: This section must be completed and notarized.

I, <u>Steve Simonetti</u> , the owner or authorized representative, have read and understand the contents of this application. The information contained in this application, attached exhibits and other information submitted is complete and in all respects true and correct, to the best of my knowledge and belief.	
Signature of applicant or authorized representative: <u>[Signature]</u>	Date: <u>6/3/13</u>

Subscribed and sworn to before me this 3 day of June, 2013

State of Ohio

County of Franklin

Notary Public [Signature]



Stamp of Seal
BERNICE J. DANIELS
 Notary Public, State of Ohio
 My Commission Expires 09-27-2014

FOR OFFICE USE ONLY			
Amount Received: <u>\$2455</u>	Application No: <u>13-052PP</u>	P&Z Date(s):	P&Z Action:
Receipt No: <u>2200704</u>	Map Zone:	Date Received: <u>6/3/2013</u>	Received By: <u>KSR</u>
City Council (First Reading):		City Council (Second Reading):	
City Council Action:		Ordinance Number:	
Type of Request: <u>Preliminary Plat</u>			
N, S, E, W (Circle) Side of: <u>Sawmill Road / Village Parkway / Dublin Center Dr.</u>			
N, S, E, W (Circle) Side of Nearest Intersection: <u>Village Parkway & Triller Road</u>			
Distance from Nearest Intersection:			
Existing Zoning District: <u>BSC Sawmill Center Neighborhood</u>		Requested Zoning District: <u>[Blank]</u>	

FILE COPY

PARCEL DESCRIPTION
7.091 ACRES

Situated in the State of Ohio, County of Franklin, City of Dublin, lying in Quarter Township 2, Township 2, Range 19, United States Military Lands, and being part of the 7.467 acre tract conveyed to Clearview Dublin, LLC by deed of record in Instrument Number 201009140119604, the 0.919 acre tract conveyed to Whittingham Capital, LLC by deed of record in Instrument Number 201008040099452, and the 13.545, 10.917, 0.931, 8.381, and 1.502 acre tracts conveyed to Whittingham Capital, LLC by deed of record in Instrument Number 201304010053357, (all references are to the records of the Recorder's Office, Franklin County, Ohio) and being more particularly described as follows:

Beginning, for reference, at the centerline intersection of Tuller Road (60 feet wide) and Dublin Center Drive (60 feet wide);

Thence North $86^{\circ}24'35''$ West, a distance of 74.02 feet, with the centerline of said Dublin Center Drive, to a point;

Thence North $03^{\circ}32'13''$ East, a distance of 30.00 feet, across said Dublin Center Drive, to a point in the northerly right-of-way line thereof, being a southerly line of said 7.467 acre tract, being the TRUE POINT OF BEGINNING;

Thence with the northerly and westerly right-of-way lines of said Dublin Center Drive, with the arc of a curve to the left, having a central angle of $90^{\circ}35'28''$, a radius of 257.88 feet, an arc length of 407.74 feet, and a chord that bears South $48^{\circ}16'57''$ West, a chord distance of 366.57 feet to a point;

Thence South $02^{\circ}59'32''$ West, with said westerly right-of-way line, a distance of 236.06 feet to a point;

Thence across said Whittingham tracts, the following courses and distances:

North $87^{\circ}18'39''$ West, a distance of 775.05 feet to a point;

With the arc of a curve to the left, having a central angle of $47^{\circ}17'34''$, a radius of 217.50 feet, an arc length of 179.53 feet, and a chord that bears South $69^{\circ}02'34''$ West, a chord distance of 174.47 feet to a point;

South $45^{\circ}23'47''$ West, a distance of 6.53 feet to a point in the easterly right-of-way line of Village Parkway (60 feet wide);

Thence North $44^{\circ}36'13''$ West, with said easterly right-of-way line, a distance of 65.00 feet to a point;

Thence across said Whittingham tracts, the following courses and distances:

North $45^{\circ}23'47''$ East, a distance of 6.53 feet to a point of curvature;

With the arc of a curve to the right, having a central angle of $33^{\circ}01'46''$, a radius of 282.50 feet, an arc length of 162.85 feet, and a chord that bears North $61^{\circ}54'40''$ East, a chord distance of 160.61 feet to a point;

North $04^{\circ}58'05''$ West, a distance of 19.73 feet to a point of curvature;

With the arc of a curve to the right, having a central angle of $07^{\circ}39'26''$, a radius of 282.50 feet, an arc length of 37.75 feet, and a chord that bears North $01^{\circ}08'22''$ West, a chord distance of 37.73 feet to a point of tangency;

North $02^{\circ}41'21''$ East, a distance of 321.70 feet to a point;

With the arc of a curve to the right, having a central angle of $19^{\circ}22'27''$, a radius of 288.00 feet, an arc length of 97.38 feet, and a chord that bears North $61^{\circ}54'39''$ West, a chord distance of 96.92 feet to a point of reverse curvature;

PARCEL DESCRIPTION
7.091 ACRES

- 2 -

With the arc of a curve to the left, having a central angle of $35^{\circ}05'14''$, a radius of 212.00 feet, an arc length of 129.83 feet, and a chord that bears North $69^{\circ}46'03''$ West, a chord distance of 127.81 feet to a point of tangency;

North $87^{\circ}18'39''$ West, a distance of 217.38 feet to a point in said easterly right-of-way line;

Thence North $02^{\circ}36'10''$ East, with said easterly right-of-way line, a distance of 76.00 feet to a point;

Thence across said Whittingham tracts, the following courses and distances:

South $87^{\circ}18'39''$ East, a distance of 217.50 feet to a point of curvature;

With the arc of a curve to the right, having a central angle of $35^{\circ}05'14''$, a radius of 288.00 feet, an arc length of 176.37 feet, and a chord that bears South $69^{\circ}46'03''$ East, a chord distance of 173.62 feet to a point of reverse curvature;

With the arc of a curve to the left, having a central angle of $14^{\circ}13'32''$, a radius of 212.00 feet, an arc length of 52.64 feet, and a chord that bears South $59^{\circ}20'12''$ East, a chord distance of 52.50 feet to a point;

North $02^{\circ}41'21''$ East, a distance of 631.40 feet to a point in the southerly right-of-way line of said Tuller Road;

Thence North $85^{\circ}55'21''$ East, with said southerly right-of-way line, a distance of 49.49 feet to a point;

Thence continuing across said Whittingham tracts, the following courses and distances:

South $02^{\circ}41'14''$ West, a distance of 84.12 feet to a point;

South $42^{\circ}18'39''$ West, a distance of 15.34 feet to a point;

South $02^{\circ}41'21''$ West, a distance of 555.59 feet to a point on the arc of a curve;

With the arc of said curve to the right, having a central angle of $04^{\circ}11'30''$, a radius of 212.00 feet, an arc length of 15.51 feet, a chord bearing and distance of South $85^{\circ}12'54''$ East, 15.51 feet to a point;

South $87^{\circ}18'39''$ East, a distance of 347.19 feet to a point;

North $02^{\circ}41'21''$ East, a distance of 661.58 feet to a point in the southerly right-of-way line of said Tuller Road;

Thence South $87^{\circ}18'39''$ East, with said southerly right-of-way line, a distance of 71.28 feet to a point;

Thence continuing across said Whittingham and Clearview Dublin tracts, the following courses and distances:

South $61^{\circ}03'33''$ West, a distance of 7.37 feet to a point;

South $02^{\circ}41'21''$ West, a distance of 657.71 feet to a point;

South $87^{\circ}18'39''$ East, a distance of 659.93 feet to a point in the northerly right-of-way line of said Dublin Center Drive;

Thence with the northerly right-of-way line of said Dublin Center Drive, with the arc of a curve to the right, having a central angle of $48^{\circ}31'23''$, a radius of 25.00 feet, an arc length of 21.17 feet, and a chord that bears South $69^{\circ}19'25''$ West, a chord distance of 20.55 feet to a point;

PARCEL DESCRIPTION
7.091 ACRES

- 3 -

Thence North 86°24'35" West, continuing with the northerly right-of-way line of said Dublin Center Drive, a distance of 18.33 feet, to the TRUE POINT OF BEGINNING, and containing 18.521 acres of land, more or less.

EXCEPTING THEREFROM, THE FOLLOWING:

EXCEPTION 1 OF 2:

Situated in the State of Ohio, County of Franklin, City of Dublin, lying in Quarter Township 2, Township 2, Range 19, United States Military Lands, and being part of the 7.467 acre tract conveyed to Clearview Dublin, LLC by deed of record in Instrument Number 201009140119604, and the 13.545, 8.381, and 1.502 acre tracts conveyed to Whittingham Capital, LLC by deed of record in Instrument Number 201304010053357, (all references are to the records of the Recorder's Office, Franklin County, Ohio) and being more particularly described as follows:

Beginning, for reference, at the centerline intersection of Tuller Road (60 feet wide) and Dublin Center Drive (60 feet wide);

Thence North 86°24'35" West, a distance of 74.02 feet, with the centerline of said Dublin Center Drive, to a point;

Thence North 03°32'13" East, a distance of 30.00 feet, across said Dublin Center Drive, to a point in the northerly right-of-way line thereof, being a southerly line of the 7.467 acre tract conveyed to Clearview Dublin, LLC by deed of record in Instrument Number 201009140119604;

Thence South 86°24'35" East, with said northerly right-of-way line, a distance of 18.33 feet to a point of curvature;

Thence continuing with the northerly right-of-way line of said Dublin Center Drive, with the arc of a curve to the left, having a central angle of 48°31'23", a radius of 25.00 feet, an arc length of 21.17 feet, and a chord that bears North 69°19'25" East, a chord distance of 20.55 feet to a point;

Thence South 87°18'39" West, across said Whittingham and Clearview Dublin tracts, a distance of 659.93 feet to a point;

Thence South 02°41'21" West, continuing across said Whittingham tracts, a distance of 76.00 feet to the TRUE POINT OF BEGINNING;

Thence continuing across said Whittingham tracts, the following courses and distances:

South 87°18'39" East, a distance of 356.86 feet to a point;

South 02°59'29" West, a distance of 359.43 feet to a point;

North 87°18'39" West, a distance of 354.96 feet to a point;

North 02°41'21" East, a distance of 359.43 feet to the TRUE POINT OF BEGINNING, and containing 2.937 acres of land, more or less.

EXCEPTION 2 OF 2:

Situated in the State of Ohio, County of Franklin, City of Dublin, lying in Quarter Township 2, Township 2, Range 19, United States Military Lands, and being part of the 10.917 and 8.381 acre tracts conveyed to Whittingham Capital, LLC by deed of record in Instrument Number 201304010053357, (all references are to the records of the Recorder's Office, Franklin County, Ohio) and being more particularly described as follows:

Beginning, for reference, at the centerline intersection of Tuller Road (60 feet wide) and Dublin Center Drive (60 feet wide);

PARCEL DESCRIPTION
7.091 ACRES

- 4 -

Thence North 86°24'35" West, a distance of 74.02 feet, with the centerline of said Dublin Center Drive, to a point;

Thence North 03°32'13" East, a distance of 30.00 feet, across said Dublin Center Drive, to a point in the northerly right-of-way line thereof, being a southerly line of the 7.467 acre tract conveyed to Clearview Dublin, LLC by deed of record in Instrument Number 201009140119604;

Thence South 86°24'35" East, with said northerly right-of-way line, a distance of 18.33 feet to a point of curvature;

Thence continuing with the northerly right-of-way line of said Dublin Center Drive, with the arc of a curve to the left, having a central angle of 48°31'23", a radius of 25.00 feet, an arc length of 21.17 feet, and a chord that bears North 69°19'25" East, a chord distance of 20.55 feet to a point;

Thence South 87°18'39" West, across said Whittingham and Clearview Dublin tracts, a distance of 724.93 feet to a point;

Thence South 02°41'21" West, continuing across said Whittingham tracts, a distance of 76.00 feet to the TRUE POINT OF BEGINNING;

Thence continuing across said Whittingham tracts, the following courses and distances:

South 02°41'21" West, a distance of 359.43 feet to a point;

North 87°18'39" West, a distance of 355.63 feet to a point;

North 04°58'05" West, a distance of 19.68 feet to a point;

With the arc of a curve to the right, having a central angle of 07°39'26", a radius of 217.50 feet, an arc length of 29.07 feet, and a chord that bears North 01°08'22" West, a chord distance of 29.05 feet to a point;

North 02°41'21" East, a distance of 311.23 feet to a point;

With the arc of a curve to the left, having a central angle of 02°35'11", a radius of 288.00 feet, an arc length of 13.00 feet, and a chord that bears South 86°01'04" East, a chord distance of 13.00 feet to a point;

South 87°18'39" East, a distance of 347.19 feet to the TRUE POINT OF BEGINNING, and containing 2.970 acres of land, more or less.

Leaving a net acreage of 7.091 acres.



EVANS, MECHWART, HAMBLETON & TILTON, INC.


Heather L. King
Registered Surveyor No. 8307

6/14/13
Date

13-052PP
Dublin Village Center
Sawmill Center Neighborhood
District-Tuller & Village Pkwy
Edwards Communities

- Whittingham Capital, LLC
Stavroff Interests Ltd
Matt Stavroff
565 Metro Place Ste 480
Dublin, OH 43017

- Edwards Communities Dev. Co
c/o Steve Simonetti
495 S. High Street, Ste. 150
Columbus, OH 43215

Progressive Realty Associates LP
3800 Tuller Road
Dublin, OH 43017

Bef Reit, Inc.
3830 Tuller Road
Dublin, OH 43017

S-One LLC
3890 Tuller Road
Dublin, O 43017

EQI Financing Partnership, III L P
3920 Tuller Road
Dublin, OH 43017

Divya Jyoti Ltd
3950 Tuller Road
Dublin, OH 43017

Hardage Hotels I LLC
4130 Tuller Road
Dublin, OH 43017

Whittington Capital LLC
6800 Federated Boulevard
Dublin, OH 43017

CAR GER OH DUB LLC
6715 Sawmill Road
Dublin, OH 43017

Clearview Dublin LLC
6825 Dublin Center Drive
Dublin, OH 43017

Chelsea RP Ltd
6671 Village Parkway
Dublin, OH 43017

Byers Realty LLC
6801 Village Parkway
Dublin, OH 43017



April 25, 2013

Project Description

Edwards Communities – Dublin Village Center

Project Description - Edwards Communities, central Ohio's premier residential community builder, proposes to design, construct and manage a new high-end multi-family residential community within the Sawmill Neighborhood District area of Dublin. The community will consist of approximately 324 residences and will incorporate all of the unique and important design elements of the new Dublin – Bridge Street District. There will be approximately 224 one-bedroom units and 100 two-bedroom units. The community will be marketed to young professionals. Some of the larger two-bedroom units will also have a den space and will be marketed to empty nester families, which is an increasing demographic.

The residential community will consist of an approximately 6.5 acre site which is fronted on the north by Tuller Road, on the south by a new John Shields Parkway, and on the east by a new roadway. The new roadways will be designed and constructed to include all of the important urban elements of the Bridge Street District Code. The road network will essentially define the new community within a well-connected urban framework and will have a strong pedestrian friendly streetscape.

This residential community will be a very important ingredient within a new mixed-use neighborhood which will include residences, restaurants, retail shops, office space, a newly renovated AMC movie theatre and urban green spaces. The streetscape on all sides of the community will reflect the goals of the Bridge Street District and will be inviting to both the passerby as well as the residents.

The Architectural Design will reflect a classical style which is timeless and will strengthen the new neighborhood's sense-of-place. The main residential building will consist of an assemblage of well-designed classic architectural components that reflect the important goals of the Bridge Street District. The building will be designed utilizing the *Podium Apartment Building* design guidelines and will be 2 and 3 stories of residential over a single level of podium parking. There will also be residential units on the ground floor.

The main entrance will be fronted on the south side along the newly built John Shields Parkway and will focus on the projects leasing center and community clubhouse amenity. The pedestrian oriented streetscape will offer an inviting first impression feeling. There will be a strong indoor/outdoor relationship between the streetscape and the entranceways. This new entrance area will be just across the street from the new neighborhoods urban core consisting of new restaurants and an exciting urban green space.



The 7,500 square foot community clubhouse and leasing center will include an inviting leasing center space, a well-equipped fitness facility, casual living areas spaces, a movie theatre and other resident amenities such as a business center and mail room. The clubhouse area will have a strong relationship to the pool courtyard with large outdoor seating areas and lush landscaped spaces.

Additional entranceways will be on the east and west sides of the main residential building. The entrance courtyards will have a strong connection to the streetscape and will offer a very inviting experience. These entrance courtyards will essentially be pocket parks and will offer seating, interesting paved areas and landscaping.

A majority of the parking spaces for the community will be housed within the podium parking area on the ground floor. Of the projects approximately 468 parking spaces, 300 spaces will be within the building's podium parking area, with another 65 spaces within a parking area on the west side of the building. There are also another 103 on-street parking spaces along the new tree lined streets. The total parking ratio is 1.44 spaces per unit including the immediate on-street spaces. The exact parking count is preliminary and will be finalized during the construction document phase. Edwards feels very comfortable with this parking ratio as it is consistent with their other communities.

LEED Certification – Edwards Communities feels strongly that they are on the leading edge of architectural design & planning. Under the U.S. Green Building Council LEED Certification Points System, the project as currently designed meets or exceeds the LEED Certified points threshold.

Landscaping - The community will include 3 private lushly landscaped open-air atrium courtyards. The main courtyard which adjoins the community center will include a swimming pool, interesting paved areas, seating areas and lush landscaped spaces. The middle courtyard of the building will be constructed above the podium parking level and will incorporate various well designed landscape features including paved terrace seating areas and landscaped treatments. The north courtyard will also be on the ground level and include walkways, seating areas and landscaping.

Edwards Communities' current development schedule anticipates that the residential community will have a phased construction schedule and be totally completed in 2014.

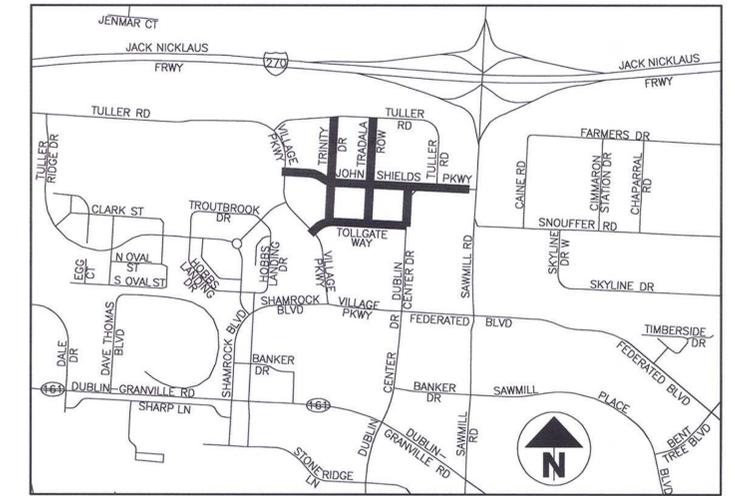
Edwards feels that the overall project will be greatly improved as a result of the approval of this waiver. The architectural and site design teams have taken this waiver into consideration throughout the entire design process.

Edwards Communities feels that this new residential community along with the newly renovated AMC theatre will be the critical first phase of a new mixed use neighborhood within Dublin's Bridge Street District and will re-energize this entire area of Dublin. This neighborhood's new identity will be further strengthened by the new well-designed streetscapes, a renovated Applebee's Restaurant, new retail uses and a central urban green space surrounded by future first class restaurants. Edwards Communities feels that all of the important market demographics are already in place and will only improve after this first phase of development is completed in 2014.

PRELIMINARY PLAT OF RIGHT-OF-WAY

FOR JOHN SHIELDS PARKWAY, TRINITY STREET,
TRADALA ROW, TOLLGATE AVENUE, AND DUBLIN CENTER DRIVE

QUARTER TOWNSHIP 2, TOWNSHIP 2, RANGE 19
UNITED STATES MILITARY LANDS
CITY OF DUBLIN, COUNTY OF FRANKLIN, STATE OF OHIO



LOCATION MAP
Scale 1" = 1000'

SHEET INDEX

- Preliminary Plat1
- Existing Conditions2-3
- Site Plan4-5
- Tree Preservation Plan ...6-7

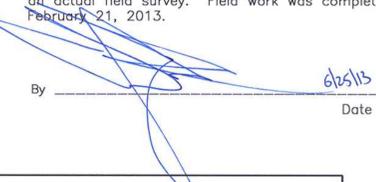
SITE STATISTICS

Total Acreage of Public Street Right-of-Way = 7.091 Acres
Zoning: BSC (Sawmill Center Neighborhood District)

NOTES

1. Open Space Provision is Non-applicable in Public Street Right-of-Way.
2. Proposed Use is Public Street Right-of-Way.

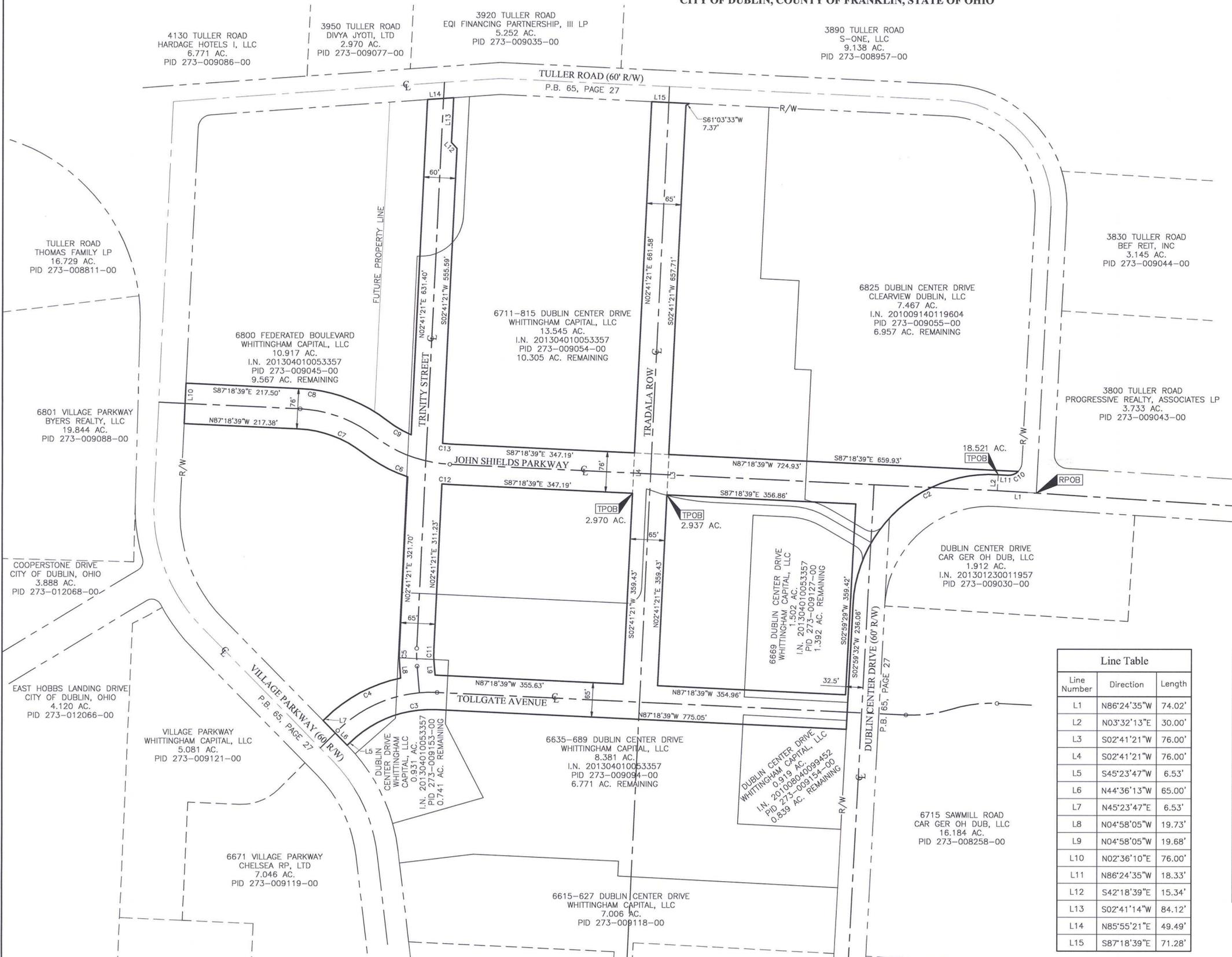
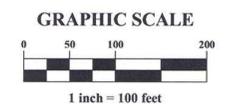
This survey was prepared using documents of record, prior plats of survey, and observed evidence located by an actual field survey. Field work was completed on February 21, 2013.

By  Date 6/25/13



Line Number	Direction	Length
L1	N86°24'35"W	74.02'
L2	N03°32'13"E	30.00'
L3	S02°41'21"W	76.00'
L4	S02°41'21"W	76.00'
L5	S45°23'47"W	6.53'
L6	N44°36'13"W	65.00'
L7	N45°23'47"E	6.53'
L8	N04°58'05"W	19.73'
L9	N04°58'05"W	19.68'
L10	N02°36'10"E	76.00'
L11	N86°24'35"W	18.33'
L12	S42°18'39"E	15.34'
L13	S02°41'14"W	84.12'
L14	N85°55'21"E	49.49'
L15	S87°18'39"E	71.28'

Curve Number	Delta	Radius	Length	Chord Bearing	Chord Distance
C2	90°35'28"	257.88'	407.74'	S48°16'57"W	366.57'
C3	47°17'34"	217.50'	179.53'	S69°02'34"W	174.47'
C4	33°01'46"	282.50'	162.85'	N61°54'40"E	160.61'
C5	7°39'26"	282.50'	37.75'	N01°08'22"W	37.73'
C6	19°22'27"	288.00'	97.38'	N61°54'39"W	96.92'
C7	35°05'14"	212.00'	129.83'	N69°46'03"W	127.81'
C8	35°05'14"	288.00'	176.37'	S69°46'03"E	173.62'
C9	14°13'32"	212.00'	52.64'	S59°20'12"E	52.50'
C10	48°31'23"	25.00'	21.17'	S69°19'25"W	20.55'
C11	7°39'26"	217.50'	29.07'	N01°08'22"W	29.05'
C12	2°35'11"	288.00'	13.00'	S86°01'04"E	13.00'
C13	4°11'30"	212.00'	15.51'	S85°12'54"E	15.51'



MARK	DATE	DESCRIPTION

PRELIMINARY PLAT
(VICINITY MAP)

RIGHT-OF-WAY PLAT
LOCATED IN QUARTER TOWNSHIP 2,
TOWNSHIP 2, RANGE 19
UNITED STATES MILITARY LANDS
CITY OF DUBLIN, COUNTY OF FRANKLIN,
STATE OF OHIO



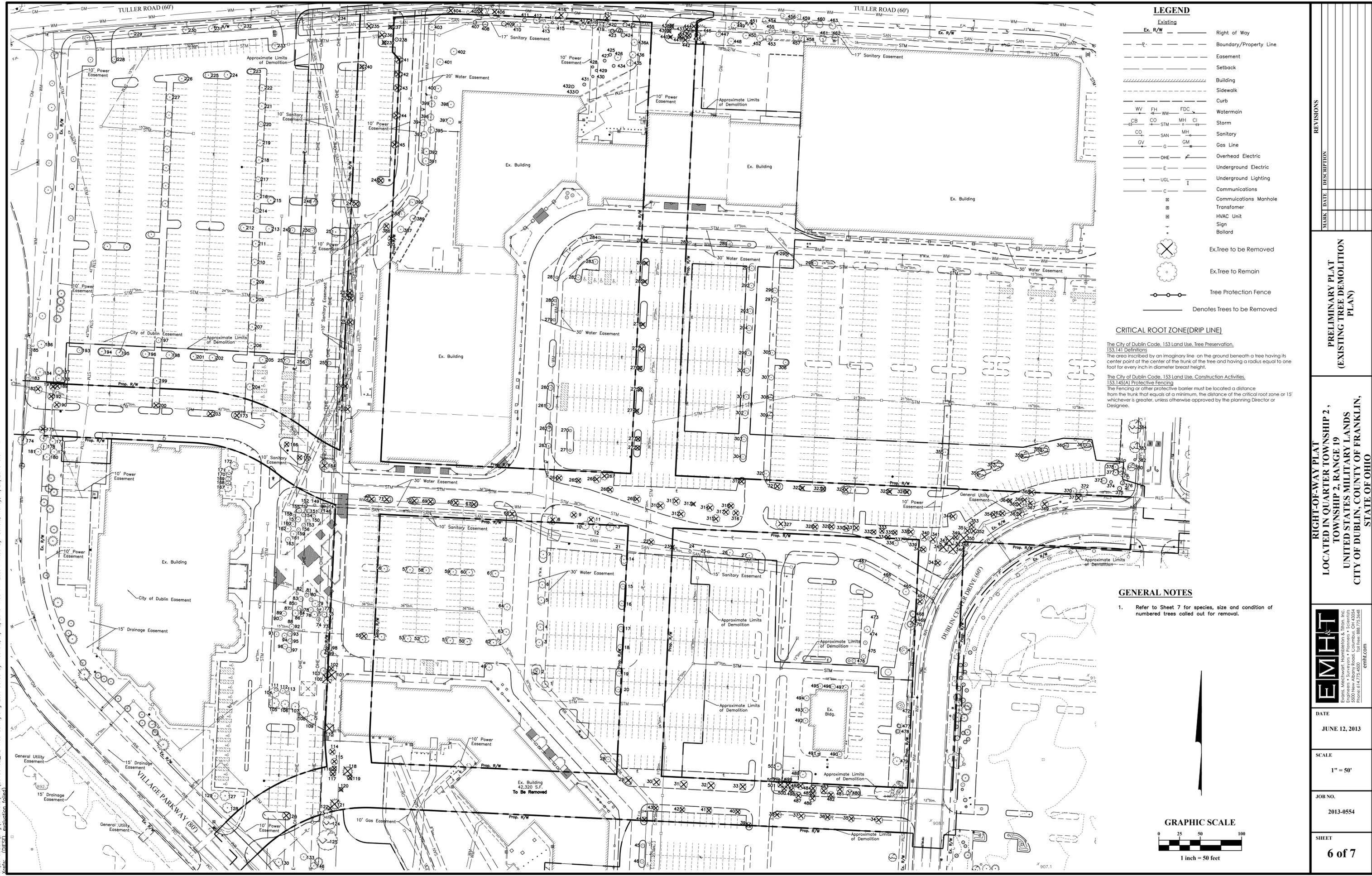
DATE
JUNE 12, 2013

SCALE
1" = 100'

JOB NO.
2013-0554

SHEET
1 of 7

J:\20130554\Draw\04Sheets\Plat\20130554-PLAT TITLE.dwg Last Saved By: rcheldt, 6/24/2013 12:51 PM Last Printed By: Scheid, Randy, 6/25/2013 4:25 PM Xrefs: 20130554-CP-CRTR-NDWG



LEGEND

Existing				
Ex. R/W	—	Right of Way		
	—	Boundary/Property Line		
	—	Easement		
	—	Setback		
	—	Building		
	—	Sidewalk		
	—	Curb		
WM	FH	WM	FDC	
CB	CO	STM	MH	CI
CO	SAN	MH		
GV	G	GM		
	OHE			
	E			
	UGL			
	C			
	⊞		Transformer	
	⊞		HVAC Unit	
	⊞		Sign	
	⊞		Bollard	
	⊞		Ex. Tree to be Removed	
	⊞		Ex. Tree to Remain	
	⊞		Tree Protection Fence	
	—		Denotes Trees to be Removed	

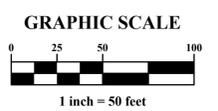
CRITICAL ROOT ZONE (DRIP LINE)

The City of Dublin Code, 153 Land Use, Tree Preservation, 153.141 Definitions. The area inscribed by an imaginary line on the ground beneath a tree having its center point at the center of the trunk of the tree and having a radius equal to one foot for every inch in diameter breast height.

The City of Dublin Code, 153 Land Use, Construction Activities, 153.145(A) Protective Fencing. The Fencing or other protective barrier must be located a distance from the trunk that equals at a minimum, the distance of the critical root zone or 15' whichever is greater, unless otherwise approved by the planning Director or Designer.

GENERAL NOTES

- Refer to Sheet 7 for species, size and condition of numbered trees called out for removal.



REVISIONS

MARK	DATE	DESCRIPTION

**PRELIMINARY PLAN
EXISTING TREE DEMOLITION
PLAN**

**RIGHT-OF-WAY PLAN
LOCATED IN QUARTER TOWNSHIP 2,
TOWNSHIP 2, RANGE 19
UNITED STATES MILITARY LANDS
CITY OF DUBLIN, COUNTY OF FRANKLIN,
STATE OF OHIO**

EMH
 Earth & Environmental
 Engineers • Surveyors • Planners • Scientists
 5800 New Albany Road, Columbus, OH 43254
 Phone: 614.775.5000 Fax: 614.775.3648
 emh.com

DATE	JUNE 12, 2013
SCALE	1" = 50'
JOB NO.	2013-0554
SHEET	6 of 7

J:\20130554\Drawings\Sheets\Plot\20130432_02_Tree_Survey.dwg Last Saved By: rscheid, 6/12/2013 1:03 PM Last Printed By: rscheid, 6/25/2013 5:07 PM

J:\20130554\Drawings\Sheets\Plot\20130432_04-Tree Survey Summary.dwg Last Saved By: rscheid, 6/12/2013 1:04 PM Last Printed By: rscheid, 6/25/2013 5:07 PM

Table with 5 columns: Number, Latin name, Common name, DBH, Condition. Lists various tree species and their status.

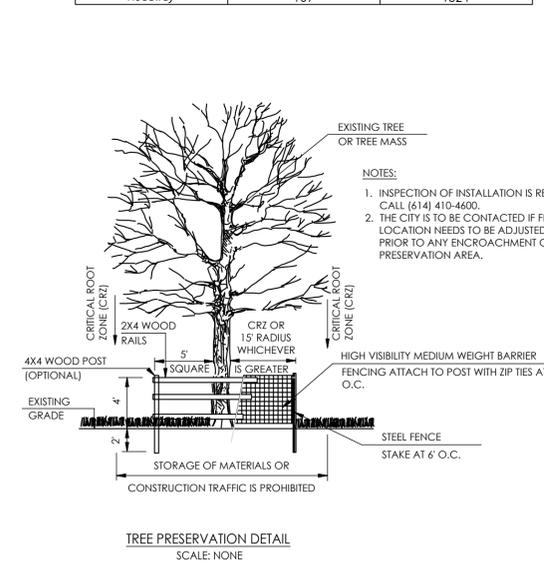
Table with 5 columns: Number, Latin name, Common name, DBH, Condition. Lists various tree species and their status.

Table with 5 columns: Number, Latin name, Common name, DBH, Condition. Lists various tree species and their status.

Table with 5 columns: Number, Latin name, Common name, DBH, Condition. Lists various tree species and their status.

Table with 5 columns: Number, Latin name, Common name, DBH, Condition. Lists various tree species and their status.

Summary table with 3 columns: Trees removed due to, Total Trees Removed, Total DBH Inches Removed.



- TREE PRESERVATION GENERAL NOTES
1. The owner shall be responsible for the construction, erection and maintenance of temporary fencing around tree preservation areas...

RIGHT-OF-WAY PLAT
LOCATED IN QUARTER TOWNSHIP 2,
TOWNSHIP 2, RANGE 19
UNITED STATES MILITARY LANDS
CITY OF DUBLIN, COUNTY OF FRANKLIN,
STATE OF OHIO
EMH logo and contact information.

REVISIONS

MARK DATE DESCRIPTION

PRELIMINARY PLAT (TREE SURVEY TABLE)

DATE

SCALE

JUNE 12, 2013

None

JOB NO.

2013-0554

SHEET

7 of 7

JOHN SHIELDS PARKWAY - PROPOSED TYPICAL SECTION

DUBLIN VILLAGE CENTER

DUBLIN, OHIO



10-FOOT CONCRETE WALK

6-FOOT TREE LAWN

3-FOOT CARRIAGE LANE

8-FOOT PARALLEL PARKING

11-FOOT DRIVE LANE
WITH SHARED BIKEWAY

11-FOOT DRIVE LANE
WITH SHARED BIKEWAY

8-FOOT PARALLEL PARKING

3-FOOT CARRIAGE LANE

6-FOOT TREE LAWN

10-FOOT CONCRETE WALK

PEDESTRIAN ZONE

VEHICULAR ZONE

PEDESTRIAN ZONE

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JUNE 20, 2013

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

- 1. BSC Sawmill Center Neighborhood District – Dublin Village Center
Tuller Road & Village Parkway
Preliminary Plat
13-052PP**
- Proposal: To plat approximately 7.166 acres of right-of-way for new public streets and associated infrastructure in the BSC Sawmill Center Neighborhood District, located west of Sawmill Road, south of Tuller Road, and east of Village Parkway.
- Request: Review and approval of preliminary plat application under the provisions of the *Subdivision Regulations Section 152.020*.
- Applicant: Steve Simonetti, Edwards Communities Development Co.; represented by Robert Ferguson, EMH&T.
- Planning Contact: Claudia D. Husak, AICP, Planner II.
- Contact Information: (614) 410-4675, chusak@dublin.oh.us

MOTION: To recommend approval to City Council of this Preliminary Plat application because it meets the requirements of the Subdivision Regulations, with five conditions:

- 1) That the applicant ensure that any minor technical adjustments to the plat are made prior to City Council submittal;
- 2) That the applicant provide street names for proposed Streets A, B and C prior to submitting the preliminary plat for City Council review;
- 3) That the applicant revise the proposed street section for John Shields Parkway to include minimum 5-foot wide tree lawns and minimum 8-foot wide sidewalks, and provide additional easements where necessary;
- 4) That the subdivision requirement stating rights-of-way lines at street intersection must be connected with a straight line tangent be waived with this proposal; and
- 5) That the applicant continue to work with staff to design the proposed bicycle facility for John Shields Parkway as a space separately designated to avoid conflicts with pedestrians and vehicles, and that the street sections be updated accordingly prior to submitting the preliminary plat to City Council.

* Mr. Simonetti agreed to the conditions.

VOTE: 7 – 0.

**PLANNING AND ZONING COMMISSION
RECORD OF ACTION
JUNE 20, 2013**

1. **BSC Sawmill Center Neighborhood District – Dublin Village Center**
13-052PP
(Continued)
- Tuller Road & Village Parkway
Preliminary Plat**

RESULT: Approval of this preliminary plat was recommended to City Council.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Warren Fishman	Yes
Amy Kramb	Yes
John Hardt	Yes
Joseph Budde	Yes
Victoria Newell	Yes

STAFF CERTIFICATION

Claudia D. Husak, AICP
Planner II



City of Dublin

Land Use and Long
Range Planning

5800 Shier Rings Road
Dublin, Ohio 43016-1236

phone 614.410.4600
fax 614.410.4747

www.dublinohiousa.gov

PLANNING AND ZONING COMMISSION

MEETING MINUTES

JUNE 20, 2013

AGENDA

NEW CASE

**1. BSC Sawmill Center Neighborhood District – Dublin Village Center
13-052PP Tuller Road & Village Parkway
(Approved 7 – 0) Preliminary Plat**

Chair Chris Amorose Groomes introduced this application requesting a review and recommendation of approval to City Council of a preliminary plat of approximately 7 acres of rights-of-way for new public streets and associated infrastructure in the BSC Sawmill Center Neighborhood District, located west of Sawmill Road, south of Tuller Road, and east of Village Parkway.

Claudia Husak presented this application and said they are looking at an area within Dublin Village Center, anchored by Tuller Road to the north and Village Parkway to the west and Dublin Center Drive to the east. She said the Planning and Zoning Commission reviewed and approved the Basic Plan for the Edwards Apartments that was serving as the Basic Plan for the Development Plan and the Site Plan in the Bridge Street District in May. She said the applicant had started the case review by the Administrative Review Team. She said the next step for them is to get the public infrastructure and roadways into the area and that is what is being reviewed with the Preliminary Plat.

Ms. Husak showed a slide of the Street Network from the Area Plan that the Commission just recently approved as part of the Community Plan which is scheduled for City Council first reading on Monday night.

Ms. Husak said the plat that is proposed includes several of the streets with John Shields Parkway going east to west from Village Parkway to Sawmill Road as part of this preliminary plat and all the way down to Riverside Drive in the Bridge Street District Street Network Plan. She said there are several other streets proposed with this plat, two north-south streets and then an additional east-west street.

Ms. Husak said the Edwards Apartment site is being created by these rights-of-way being platted. She said the preliminary plat consists of several pages and within the preliminary plat documents there is a preliminary tree survey and utility information as well. She said some of the proposed streets are remaining nameless and they have proposed a condition that the applicant include street names on the preliminary plat before it gets scheduled for review at City Council.

Ms. Husak said Street A is north to south connecting Tuller Road to the proposed Street C, it has 60 feet of right-of-way to the north, 11 foot travel lanes, parallel parking, a 5-foot tree lawn to the north of John Shields Parkway as well as a 5.5-foot sidewalk. She said on the south side there is 65 feet of right-of-way proposed with the 5-foot tree lawn, 2-foot carriage walk to help with door swings and a 6-foot walk on the southern side.

Ms. Husak said there are similar details for Street B also north to south connecting Tuller Road to Street C, it has 65-feet of right-of-way and on the north side north of John Shields Parkway it has a 5-foot tree

lawn, 8-foot walk which was something the Commission wanted to see at the Basic Plan. She said to the south there is again the 5-foot tree lawn, 2-foot carriage walk and a 6-foot walk.

Ms. Husak said that Street C is the east to west street connecting Village Parkway to Dublin Center Drive, it also has 65 feet of right-of-way, 11-foot travel lanes with parallel parking on both sides and 5-foot tree lawn, 2-foot carriage walk to help with door swings and a 6-foot walk. She said a lot of the streets have similar amenities or within the Bridge Street District.

Ms. Husak showed a section drawing the applicant prepared and submitted after the packets were delivered. She explained that the sections were for options for John Shields Parkway. She said the right-of-way for John Shields Parkway is 76-feet and as proposed there are two 11-foot travel lanes, 8-foot parallel parking spaces, a 3-foot carriage walk, a 6-foot tree lawn and a 9.5-foot sidewalk on both sides. She said this is the section that was submitted with the Basic Plan in May.

Ms. Husak said there was a condition at the request of the Commission to include a designated bikeway within the street and have enhanced pedestrian amenities and they have been working with the applicant through several options. She said the preliminary plat requires that streets sections be included within the preliminary plat documents and this is the time where this gets decided and why it is presented to the Commission for review.

Ms. Husak said they have included in the proposed plan the bikeway plan that is also within the Area Plan of the Community Plan, highlighting the existing the multi-use paths within the City, the typical 8-foot bike path intended for all kinds of users. She said the future cycletrack along John Shields Parkway ends into the multi-use path on Village Parkway to provide the connection south toward Sawmill Road. She said staff thought within Dublin Village Center people would be on bikes either in the road or they would park their bikes and walk around and they had a little bit of that discussion at the Basic Plan Review and the Commission wanted to have a designated bikeway within Dublin Village Center.

Ms. Husak said staff supports the preliminary plat documents that shows a 76-foot right-of-way, 11-foot travel lanes, 8-foot cycletrack on the north side, which is the apartment side and is intended to be a two way designated bikeway, with a 6-foot sidewalk, on the south side there is a 10-foot sidewalk, with the carriage walk to help with the door swings and the 6-foot tree lawn on the south.

Ms. Husak said within the preliminary plat documents there is a tree lawn on the north side proposed with a width of 4-feet and they conditioned it to be a 5-foot tree lawn on the approval recommendation.

Ms. Husak said the last page of the additional information street sections that the applicant has provided is being called their preferred choice which is a sharrow essentially with a wider street section for a 14-foot travel lane with the sharrow and all the other dimensions are similar, it is just in this instance the bikes would be in the road and staff felt this did not get to Mr. Hardt's condition of the door swing issue as well as providing a designated bikeway. She said increased pavement width, which is concerning in terms of travel speeds by inviting higher speeds. Ms. Husak said the applicant and the developer's team wanted to discuss this option with the Commission and she pointed out that within the plat the proposed option is B.

Ms. Husak said they are recommending approval of this Preliminary Plat with four conditions:

- 1) That the applicant ensure that any minor technical adjustments to the plat are made prior to City Council submittal;
- 2) That the applicant provide street names for proposed Streets A, B and C prior to submitting the preliminary plat for City Council review;

- 3) That the applicant revise the proposed street section for John Shields Parkway to include a 5-foot tree lawn and a 3-foot sidewalk easement for a 6-foot sidewalk prior to submitting the preliminary plat for City Council review; and
- 4) That the subdivision requirement stating rights-of-way lines at street intersection must be connected with a straight line tangent be waived with this proposal.

Ms. Amorose-Groomes asked if the applicant was present.

Ben Hale, Jr., Smith and Hale, representing the applicant, said that they had met with staff and others regarding how the bikepath is done. He said they also had been working hard on the TIF and development agreement and they hoped that they were close to closure on that. He said that they had met with the Fire Chief and Police Chief about what they feel is the right way to do this. He said that they had also checked about it with MORPC and bikes.org.

Kerry Reeds, MKSK, 452 South Ludlow Alley, Columbus, said to understand why they consider the sharrow to be the best scenario in this case is that, although he appreciated that Dublin is blessed with a multitude of bikeways that traverse the City which serve a wonderful purpose, but that is a different animal as to what he thinks everyone's vision of what this will be. He said this is no longer a suburban feature. He said he thought the intent of the Bridge Street Corridor is to create this very vibrant energetic place with lively sidewalk conditions with retail where there is a high pedestrian volume of traffic. He said he thought that inherently, there is a conflict when bicycles are introduced on a sidewalk. He said when he parked his car either in the Short North, Easton, or German Village, he expected to see people walking on the sidewalk, but not bicycles. He said he appreciated the concerns of a forced lane and eliminating bicycles from vehicular traffic, he thought it was just trading one conflict for another. He said that bicycles are considered vehicles legally and they are required to follow the same laws as a vehicle.

Mr. Reed said at build-out, he did not think cars would be going very fast. He said at Easton or any vibrant busy town center, traffic is crawling. He reiterated that he appreciated the conflict, but he did not think vehicles would be traveling that fast. He said he thought people are much more cognizant of seeing a bicycle on a street because that is where most bicyclists ride. He said that having a wider roadway will accommodate both the bicycles and cars, although it be at low speed, and preserve the sidewalk environment for what it was intended to be, which was for pedestrians. He said that is why they preferred this option.

Mr. Hale said that they discussed this option with the Police and Fire Departments, who said that they could be quoted that that this is clearly their preferred option. He said that the Police Department saw the conflict between the pedestrian and the bicycles as problematic. He said the Fire Department felt like because of what is going on here; that they are going to be bringing hook and ladder trucks to the taller building, and they like to have wider streets. He said that they said that their clear preference was to have the configuration where a designated, marked bike lane is on each side of the street. Mr. Hale said that when they researched with MORPC and bike.org, they said that this was the preferred option.

Ms. Amorose Groomes noted that Alan Perkins from the Fire Department was present, but no one was present to represent the Police Department. She asked if staff understood that was the Police Department's clear preference.

Justin Goodwin said that the topic was discussed last week and at today's Administrative Review Team meeting and some of the context of it had to do with how a cycletrack may eventually tie in all the way to Sawmill Road, and what happens if that major roadway, if there is an expectation for bicyclists to be able to continue onto a similar system on a roadway that the City does not control, and that it would not likely provide that system.

Ms. Amorose Groomes said that did not sound like Police language to her. She said it sounded like Planning language. She said she was looking for the Police and Fire Department language.

Mr. Goodwin said he could not speak for their positions. He said there was a difference of opinion staff.

Steve Langworthy said that Lt. Steve Farmer, from the Police Department was adamant about keeping bicycles on the street in some way. He did not know that he had a preference for adding three feet or not, but that the preference was on the street versus off the street. Mr. Langworthy recalled that the Fire Department had more concerns about being able to have set up areas for their hook and ladder trucks. He did not recall the Fire Department discussing the bikepaths.

Dan Phillabaum recalled that the Fire Department discussed mainly the benefit of the additional width of the pavement to set up equipment. He said that the 22 feet has generally been acceptable. He said that Lt. Farmer said that bicycles are vehicles, and there was an expectation that that they would travel in the same in the street too.

Mr. Hale said that a very vibrant, lively street scene is wanted, so they have asked in the development agreement, they be allowed to have some use of some of the parking spaces for restaurants, valet drop-off, and outdoor seating. He said he did not know if it would happen on the north side, but they believed that keeping bicycles with a clearly designated lane on the street is the right place for the bicycles to be, not on an expanded sidewalk. Mr. Hale said this is not about money or right-of-way, it is about what is the best way to accommodate all the interests that are here because they are also dealing with how people are going to live and use the sidewalks. He said because of the nature of this development, they think that bicycles should be on the street. Mr. Hale said that they are trying to build a walkable community. He said that people will not be speed biking through what they hope is a congested area. He reiterated that they thought providing a designated place on the street for bicycles is the right thing to do, and they hoped that the Commission agreed with them.

Steve Simonetti, Edwards Communities Development Company, 495 South High Street, Columbus, said that the feedback they received through Stavroff, AMC Theater, and Applebee's, the three substantial existing tenants, was that all preferred keeping the bicycles on the road instead of the sidewalk. He said that they preferred that their customers not be coming in and out on the sidewalk with bike traffic on it. Mr. Simonetti said that it would be their preference that the higher speed traffic of bicycles flow around the development and within the development, either have bicycles on the street if they are going through or have access to a parking space within the development, which made more sense for the retail community. He said that developer has also indicated that the strong preference for any of the potential retail customers within the Dublin Village Center would also be for the bicycle traffic on the road. He said the thought was that widening the lanes would solve that purpose and the interests of what they heard from the Police and Fire Departments, existing and potential future tenants.

Ms. Amorose Groomes invited public comments regarding this application. [There were none.]

Amy Krumb said she did not think last time, any of the Commissioners said they wanted bicycles on the sidewalk. She recalled that they wanted bicycles to have their own dedicated space. She said her opinion was that she did not want bicycles sharing pedestrian space. Ms. Krumb said she did not say last time whether it should be its own bike lane or on the street, but the typical section where they are marked as bike only lanes where they are differentiated from the sidewalk and marked. Ms. Krumb reiterated that she did not want to mix pedestrians and bicycles. She said she was hoping that they could get bicycles their own separate lane.

Ms. Kramb said that this was new to the Commission. She said that usually they approve the general amount of right-of-way, and then they fit in what is needed. She said that the Commissioners are not engineers and they do not know how many feet are needed. She said on one plan, there is a four-foot tree lawn shown which seems small. She reiterated that she wanted dedicated places for pedestrians, for people to ride bicycles and be able to park. Ms. Kramb said she did not care if there is parking on both sides of the street, or just one side.

Ms. Kramb said if they are presented with picking between Options A, B, and C, in front of them, it was a hard choice, she would prefer Option B if they had what looked like a normal sidewalk was actually a dedicated bikepath. She said as it is shown, it looks like a big sidewalk where people might walk or bike on it, and she did not like that approach.

Ms. Kramb referred to Sheet 5 of 7, and noted that the cross section did not match anything. She said she definitely did not like it because it had 10-foot walkways, and 4-foot on the other side.

Ms. Husak said it was essentially, the north and south section, it was just that in the section drawing, they are showing a five-foot tree lawn that Planning has conditioned that they do. She explained that in the section that was reviewed tonight, a four-foot tree lawn is shown.

Ms. Kramb noted that the parallel parking is shown as 7½ feet wide and it was shown as 8 feet on the presentation, the walkway is shown as 10 feet wide.

Ms. Husak confirmed that it was 10 feet and that the parking spaces were 7½ feet wide, with a 6-inch curb.

Ms. Kramb noted that the distributed section showed 2½ feet, and the presentation showed 3 feet. She said she wanted to make sure that they were approving the right thing.

Ms. Husak clarified that the Commission was reviewing the preliminary plat as submitted, and that the street sections distributed tonight were submitted by the applicant as illustrative to the discussion, after the fact.

John Hardt said relative to the overall submitted materials, he recalled from the Basic Plan Review a desire to have sidewalks wider than six feet. He pointed out that the sidewalks were widened only on Street B, north of John Shields Parkway and the rest remained six feet wide.

Ms. Amorose Groomes asked if all of John Shields Parkway had six-foot sidewalks.

Ms. Husak said they were shown as six-feet on the north side and ten feet on the south side. She said that the street sections in the preliminary plat show a ten-foot sidewalk on the south side and a six-foot sidewalk on the north side of John Shields Parkway.

Mr. Hardt referred to the Street Network diagram from the Bridge Street Code and noted that it showed three significant east/west streets in the Bridge Street Corridor (BSC), John Shields Parkway, Village Parkway, and State Route 161. He said that the Planning Report stated that it was staff's expectation that John Shields Parkway would have bicyclists using the street rather than providing a specific route for them. He recalled when the Commission went through the BSC visioning plan, Code writing and work sessions, they saw photographs showing many ways to accommodate bicycles in an urban environment. He asked if the intent was not to provide some kind of explicit bike provision on John Shields Parkway, then where did they plan on doing that.

Ms. Husak referred to the bikeway plan and said it was on John Shields Parkway, it just went to Village Parkway and then made you go south as a commuter to go through that portion of Dublin to get out to Sawmill Road which is a signalized intersection.

Mr. Langworthy recalled that during their discussions, they discussed that as they came down from that eastbound direction; that the nature and character of what would happen once we cross Village Parkway would change. He said that the idea was that Dublin Village Center, being much more intensely developed than many other parts of the Corridor would take on a different character at some point. Mr. Langworthy said that it would be less inclined to be like the other sections and be more of that urban streetscape.

Mr. Hardt said that he clearly recognized that once you get outside of the BSC, the character of any route is going to change, pedestrian, bicycle, vehicle, or otherwise. He said that the diagram presented is short-sided because if the only way to get to Sawmill Road and beyond is on Village Parkway, the east side Sawmill Road, Village Parkway continues as Federated Boulevard, which goes to the Anderson's and nowhere else, while Snouffer Road to the north continues all the way to the east across the City of Columbus and ultimately connects to the Olentangy Bike Trail. He said he did not know why we would not be encouraging as many connections as possible. Mr. Hardt said he did not expect an answer to that, but it troubled him that they went through all those conversations, and we are inclined to throw up our arms and say it is too hard or we are not sure how to solve the problem, so we are just not going to bother doing it on the first street built.

Mr. Hardt said that when the Commission had this conversation during the Basic Plan Review, it was never his intention that bicycles would be on the sidewalk. He said tonight, the debate has been boiled down to bicycles in the street versus on the sidewalk.

Ms. Husak said it was not on the sidewalk. She said it was a designated cycletrack that is in the street.

Mr. Hardt said not according to the applicant tonight who commented that they did not want bicycles on the sidewalk because it was not conducive to business and they do not feel it was the smart place to put it. He said he did not want them on the sidewalk either. He said conversely, the applicant said better place was to put them in a designated lane for bicyclists, which he could probably agree, but that was not what he saw. He said that sharrows are not a designated lane for bicyclists; they are what is used when there is a street and there no other way to solve the problem and motorists need to be told to watch. Mr. Hardt said he was not inclined to dictate a solution, but what the Commission asked for was a designated place for bicycles, pedestrians, and vehicles. He said he did not see those problems solved in any of the things presented tonight.

Ms. Husak asked if a pavement marking or sign on the cycletrack would get there, or just the idea of the two-way cycletrack is not what the Commission envisioned.

Ms. Kramb said the Commission was being asked if they wanted a designated place for bicycles and they are saying 'Yes'. She said whether they are pavers, concrete, or it is green, is not what the Commission is deciding tonight. She said in her opinion, when the Commission approves this amount of right-of-way, there should be a designated place for bicycles, and pedestrians should not be on it.

Mr. Hardt said that when he was in New York City, he went on a 2 hour bike ride in the densest urban area with six others, and they felt absolutely safe because they were on a route that had a cycletrack. He said the cycletrack was at the street elevation.

Ms. Newell said a problem in the interpretation that the cycletrack is a sidewalk is that it is at the same elevation as the sidewalk. She said the conflict exists in Dublin who has beautiful bikepaths that are

shared with walking communities. She said she lives on a very narrow street where bicyclists exercising travel at high speeds want to travel at the same speed as the traffic. She said that was a small segment of a number of cyclists in Dublin. She said there are just as many parents who ride with small children who cannot go fast enough to keep up. She said the bikepath has to accommodate all residents, not just particular aspect of it. She said in the street and shared with that is also completely contrary to what was discussed in many of the Planning discussions. She said that narrower streets will reduce the speed of traffic because you have to drive more cautiously. She said at Easton, they are narrower streets with parking on both sides. Ms. Newell said because you have parking and the conflict of pedestrians, drivers tend to drive slower. She said Easton is also a destination, and it is not designed for continual cut through traffic, so it was not a fair comparison on what is being considered. Ms. Newell said she has never been comfortable riding her bicycle in the street. She said she would ride 20 miles on her bicycle if she was given a comfortable place to ride that was not in the street.

Warren Fishman disclosed that he received a phone call from Matt Stavroff who wanted to know exactly what the Commission voted on last time. He said he told Mr. Stavroff that as far as he knew, the Commission voted that they would have an independent, definite bikeway, but they did not say what kind. He said that he told Mr. Stavroff to contact Planning.

Mr. Fishman said what the Commission envisioned is a separate bikeway. He said that a sharrows is not a separate bikeway. He said what he envisioned was a separate bikeway. He said that he did not care what it is, just so it was a place that pedestrians do not walk and vehicles do not drive. Mr. Fishman said that he did not know that the Commission should design the road. He said he thought it was clear that is what all the Commissioners want. He said that sharrows are an afterthought, there so that you do not get injured when bicycling on a heavily travelled street. He pointed out that sharrows are usually ignored by drivers when he rides his bicycle. Mr. Fishman said this discussion was very superfluous. He said the Commission made it clear when they approved the Basic Plan Review that they wanted separate bikeways done the way they want. He said that they did not want sharrows, but something dedicated for bicycles. Mr. Fishman agreed with Mr. Hardt that they were needed throughout the development, not just on one street.

Mr. Hardt said that there were precious few routes to get to the west.

Ms. Newell said that Snouffer Road was very congested on the other side of Sawmill Road. She said that she did not see that changing realistically.

Joe Budde asked what was the projected speed limit of John Shields Parkway from Sawmill Road to Riverside Drive.

Ms. Husak said that inside of Dublin Village Center, it was 25 mph.

Mr. Budde asked if after this development occurs and John Shields Parkway gets developed to Riverside Drive, it would likely remain 25 mph all the way.

Paul Hammersmith said in this sort of business district, Engineering would certainly promote a 25 mph speed limit in this sort of environment, especially when it is a pedestrian-rich environment, with the hope that they would have compliance in the 30 mph range. He said in his view, it was not one to post at 35 mph. He said that we would constantly battling speed.

Mr. Budde said he was a biker and he did not want to be on a sidewalk, but on a street, whether he was on his road bike or hybrid bike. He said there needs to be a dedicated bikeway, not a just sharrows.

Richard Taylor said that the examples cited were retrofits. He said we were starting from scratch, constructing an entirely new road where whatever is wanted can be done. He said clearly, the Commission at the last meeting said that they wanted a designated bikeway and an enhanced pedestrian pathway, so they did not anticipate that the sidewalk and bikeway would be the same. He said he did not know if the bikeway needed to be 8 feet wide. He said to Ms. Newell's point, the types of Dublin bicyclists vary. He said to put bicycling families on the street with vehicles at any speed is not good. Mr. Taylor said that it is hoped that this becomes a vital connection throughout the whole City. He said it is not known what will be to the south of this building, but it is going to be restaurants, shops, open space, and parks which may attract families to this area. He said there may be single parents with small children in the apartments. He said what is important is that as many options are left open as possible going forward and that we make sure that we can accommodate lots of different uses going forward. Mr. Taylor said whatever it takes to make sure that bicycles are accommodated in a safe manner, whether on the road in a designated lane or off the road in a designated lane is not important to him. He said what is important is that we have it.

Ms. Newell noted that only one of the street sections showed pervious pavers which she thought was a wonderful amenity and a great feature and she encouraged more get incorporated.

Mr. Budde said that from the drawings submitted he could not tell where vehicles came off John Shields Parkway to go to the movie theater and parking. He said that on what Ms. Husak presented, he could see it better.

Ms. Husak said that the parking lot north of John Shields Parkway, just north of the theater, is also one of the crosswalk areas that was discussed at the last Commission meeting, that it would be an area that was going to be shown within the street, that it was the designated crosswalk to get from that exit from the theater to that parking area. She said that was one of the conditions as well.

Ms. Kramb said that the Commission would be approving tonight the crosswalks or anything like that, but they are showing parallel parking across from the theater entrance. She said she assumed there was no intention of crossing where the existing doors are located.

Ms. Husak said there will be areas that even though parallel parking can be accommodated that will be striped or marked that there cannot be vehicles parked in it, and that it was a definite crosswalk area.

Mr. Langworthy recalled that a condition previously discussed was to make sure that there was safe crossing between the theater and the parking to the north. He said that staff has been looking at the drive that takes off into the theater area right at the crosswalk in terms of getting that eliminated, turning all of that area into open space or park space, eliminating the drive that comes in so that the crosswalk stays clear.

Mr. Hardt asked if that was the drive on the north side of John Shields Parkway into the parking lot that is to remain.

Ms. Husak said it was the drop-off area, on the south side of John Shields Parkway, just as you are going east, past the theater.

Ms. Amorose Groomes disclosed that Mr. Stavroff had phoned her also. She said that since he was unable to attend the last Commission meeting, he wanted clarification on what her perspective was of what it was that the Commission had voted. She said that the Commission had voted on a condition that said that the bicycles would be intentionally dealt with and whatever that meant, they assumed that it would be subject to staff approval, which was part of a condition. She said that she and Mr. Stavroff had a brief discussion about it.

Ms. Amorose Groomes said during her seven years on the Commission, they have never designed a bikepath or bike lane in their meetings. Ms. Amorose Groomes said she was not sure why they were doing it tonight, because she was likely to take the perspective that if the Fire and Police Departments say the bicycles need to be on the street, and then they need to be on the street. She said she would like it to be safe for bicycles to be on the street, so she did not know that sharrows are appropriate, but the Commission saw things where there were sections of the edge of the street that was painted green and maybe the two bike lanes can be next to each other on the street, maybe they go down the center of the street. She said she did not know because she was not the bicycle expert's. Amorose Groomes said she was completely uncomfortable on voting on anything other than what is going to be the right-of-way. She said what is contained in that right-of-way, she did not know that she was comfortable in dictating what she deemed are life-safety issues that happen within that right-of-way any more than she would want to say where the fire exit should be on a building's.

Ms. Amorose Groomes said for the aesthetic and functionality portions, which is what the Commission is charged with, she would not be willing to accept any tree lawns less than five feet wide or any sidewalks less than eight feet wide. She said if we are trying to make an urban, highly walkable environment with six-foot sidewalks, the battle will be lost in her mind.

Mr. Hardt said he agreed with everything Ms. Amorose Groomes said in principle. He asked how they would vote on a right-of-way dimension if they do not know what that dimension has to be to accommodate the design.

Ms. Amorose Groomes said that the other side of the street has no platting yet, and there could be additional right-of-way that would be dedicated when it gets platted and the right-of-way becomes wider.

Ms. Husak said that was the entire right-of-way for both sides of the street.

Ms. Amorose Groomes asked if this will govern everything, but the plat is for the piece of property being considered.

Ms. Husak said that the preliminary plat was for all the streets presented on the screen. She said the preliminary plat was for all the rights-of-way.

Ms. Amorose Groomes said she agreed, but did not know what else to do.

Mr. Fishman said he agreed with all the Commissioners, but he also thought they voted and made very clear that they wanted a dedicated bikeway and dedicated walkway, and so he did not care how that is done, as long as there is not a sharrow. He said this is a new street and sharrows are a last ditch effort to try to allow bicycles in a congested area. Mr. Fishman said he thought the Commission wanted to make it clear that they did not care how that is done. He said he agreed with Mr. Taylor about voting for a width because the Commission does not know what it will take. Mr. Fishman said he agreed that a six-foot sidewalk in a congested area is not going to work. He said this is really simple, the Commission wants a dedicated walkway, dedicated bikeway, and a place for vehicles, and the rest is up to them.

Mr. Langworthy said he thought that was clear to the Administrative Review Team who took a more conservative stand to begin with by doing the cycletrack, because there is also a cycletrack planned on the other end of John Shields Parkway by the Vnable development. He said in the end, he thought all they really wanted to know from the Commission tonight is if it is on street or off street.

Mr. Fishman said if it was on street, it cannot be a sharrow, it has to have extra width and a definite line. He said in Europe, there were small curbs sticking up to delineate where the bicycles and vehicles go. He said it had to be a delineated bikepath. Mr. Fishman said he did not care if it was on the street.

Ms. Amorose Groomes said if 11-foot lanes were needed, that provides 6 extra feet. She said maybe all six feet could be on one side or down the middle.

Ms. Husak said it sounded like a bike lane was being described.

Mr. Fishman said not a bike lane that is shared with vehicles or pedestrians. He said it had to be delineated with a curb or something that vehicles cannot easily cross.

Ms. Amorose Groomes said that the Commission tonight is not going to dictate what this is going to look like. She said the Commission is telling the applicant the kinds of things that they are thinking that define intentional space for bicycles. She said maybe the Commission did not give enough information when they said wanted the space to be intentional. She said they wanted the space to be very intentional and something that is safe.

Mr. Hammersmith said that they heard it loud and clear – designated bike path versus shared bikepath.

Ms. Newell said that when the Commissioners make comments and ask staff or the presenters tonight to do something, she thought they had the responsibility to at least give them a suggestion. She said she thought they do have a responsibility on the Commission to come up and contribute to that solution, not just say do it, we want it, we do not know what we want. She said when she looked at the design presented tonight on Option B, she thought it had the potential of being close, and she thought there was a hybrid design part way in between. She said putting a curb barrier might not be the right barrier because of trying to take care of storm drainage and debris out of the street, but it might be a ride able gutter or some other designation or change in pavement and an occasional barrier that might keep the separated bike lane from clearly vehicle and pedestrian traffic. She said that she thought there was something close in Option B that would get probably to what she thought the rest of the Commissioners are suggesting.

Mr. Hardt said his comments have been negative, but he wanted to be helpful. He asked if in order to accomplish the dedicated and not shared intent heard from the Commission how much right-of-way did Mr. Hammersmith think was needed.

Mr. Hammersmith said on pavement, it was probably a five to six-foot wide designated area adjacent to the parallel parking spaces and probably thinking forward he would have some concerns about that. He said one was how is the parallel parking going to function because when lining up to adjacent to the vehicle along the curb, you will be out five feet and people are not used to parallel parking that way. He said having a designated striped area, whether it is five or six feet, it keeps the lane width at about 11 feet, which keeps speed down and he had heard that with sharrows, regardless of shared or designated use, where they have added pavement width, that vehicles think that is all theirs speeds go up accordingly and usually exponentially so that is a concern. Mr. Hammersmith said their challenge is trying to figure out a designated area for bicycles and he did not know that they have completely solved that yet.

Ms. Amorose Groomes asked if Mr. Hammersmith had ever seen bicycle paths go down the middle of the street.

Mr. Hammersmith said that the literature researched indicated that they were always done in the same direction as the flow of traffic and adjacent to the right edge of pavement. He said that door swings also

have to be considered and also the turnover of parking spaces in a very rich environment with restaurants and retail shops in trying to get the bicycles and vehicles that coexist. Mr. Hammersmith said this was not a challenge due to the City, it was universal and global in how to best accommodate it.

Ms. Amorose Groomes said that spoke to the point of that the Commission is certainly not capable of solving that this evening. She said that the Commission understands the tight timeframes and want everyone to be able to go on their merry way. Ms. Amorose Groomes said that as a Commission, they are very excited about this project and looking forward to this District and want it to be right. She said that the Commissioners are not highly-schooled urban planners, but they need some to rely on for their expertise and input on this.

Ms. Amorose Groomes said that she did not know that the Commission wants to approve any of the options. She said she thought they were comfortable with platting the rights-of-way. She said she understood Mr. Hardt's comment about knowing how they know if they have enough if they do not know what is going in it. She said she supposed it could be replatted in the future to get more space on the far side if they do not have enough. She asked for suggestions on how to do it otherwise. Ms. Amorose Groomes said although she did not know the other Commissioners supported it, but she would like to see all the tree lawns to be five feet or greater, and all sidewalks eight feet or greater.

Mr. Hardt said that she had his support in principle, but he was trying to get comfortable with his question to Mr. Hammersmith that there was enough space, but he did not hear that.

Ms. Amorose Groomes said there was not a lot there and she did not know why they cannot have the flexibility for it to be 78 feet wide or whatever the right number is. She said now is the easiest time to change the width of the plat, but she did not know that is entirely up to the Commission.

Ms. Kramb said she supported Ms. Amorose Groomes on the tree lawns. She said she thought there should be a standard width of the sidewalks, instead of them varying as shown. She said if eight was the magic number; that was fine.

Ms. Amorose Groomes said it could be a minimum, in her opinion.

Mr. Fishman referred to Mr. Hammersmith's comment about the difficulty of the putting the bikepath on the street because of vehicle doors, parallel parking, and those kinds of things. He reiterated that he wanted what they wanted, but he also wanted a dedicated bikeway because that is what this is all about. He said if we want this to be young and vibrant as we have been hearing for the last three years, he thought people want to get rid of their cars and want to bicycle.

Mr. Simonetti said with all due respect, the message they read on what was approved was designated bike pathway. He said it was not dedicated and it was not separate. He said they took their lead off of the term designated, not dedicated from the last meeting. He said their thought was that in this downtown area, if you are not comfortable riding on the road, this part of Dublin Village area is not a place, in their opinion, to be riding with your family on bicycles. Mr. Simonetti said their belief is that the cycletrack and the flow of traffic ought to be out and around the hub of Dublin Village to drive the retail community to be what he thought we all want it to be. He said their thought on the east/west connection was that if you are coming up from the river and come to where it dead ends at John Shields Parkway and head right on Tuller Road, instead of going up the middle of John Shields Parkway, if the traffic flow wants to go down to the river and Columbus and go straight across and you are riding that far anyway, the eighth of a mile that you go around that road, around the hub of Dublin Village makes far more sense than having a bicyclist go right through the middle of Dublin Village. He said it did not make sense, and would not make sense for potential tenants or retail people. He said that is why Dublin is putting a park by the river.

Ms. Newell said she would ride a bike to go shopping because there is not anyplace to get by bike to go shopping to do that right now.

Mr. Simonetti said their suggestion was to get the flow to Dublin Village, and allow bicycles to be parked, not allow it as a through street up and down John Shields Parkway. He said put a wonderful bike parking spot in three or four locations with all of the bikepaths that get you to Dublin Village, and when you get there, walk around and do your shopping, and then go back to your bicycle and head home. He said that was what they were thinking when they were wrestling with the idea.

Mr. Simonetti said if you start to add the numbers with an 8-foot sidewalk, 11 feet and 11 feet for lanes is 22 feet, add another 8 feet and 8 feet for the required parallel parking, add another 3 feet and 3 feet for door swings, add another 5 feet and 5 feet for trees, and then 8 feet and 8 feet for sidewalks and you are at 70 feet on a 65-foot right-of-way everywhere else, you are 5 feet over with what is being suggested on 8 feet and 8 feet on all sides. He said there was some thought behind putting 8 feet on Street B and not putting it on the other side because the other side has not developed and it is not known what kind of an entity is going there and whether or not they are going to need eight or ten feet, there are setback requirements also.

Ms. Amorose Groomes suggested that whatever goes in first, will not be the last store. She said that they cannot design for the store that goes in first.

Mr. Simonetti said that they do have to design what goes into the rights-of-way and what he just described was five feet greater than the right-of-way and it has nothing for a bicycle on it.

Ms. Kramb said the whole point of tonight was that they were coming up with new rights-of-way.

Mr. Simonetti said a right-of-way had been approved which they were trying to design.

Ms. Kramb said she said not say that there had to be parallel parking on both sides.

Mr. Simonetti said that they were following the Code requirements.

Ms. Amorose Groomes asked if on street parking was required on both sides of the street.

Ms. Husak said that it was required by the Bridge Street Code.

Ms. Kramb asked what were the sidewalk and tree lawn widths required by the Bridge Street Code.

Ms. Husak said that the Code requires the sidewalk to be a minimum of five feet and the tree lawns, a minimum of four feet, although the standard is typically five feet.

Ms. Kramb said that the Commission normally has not designed street sections.

Ms. Husak explained that the street sections are part of this rights-of-way plat.

Ms. Kramb said that this was the first time they have done that.

Ms. Husak said that each preliminary plat the Commission reviews has street sections in it, and this was the first application for a plat in the Bridge Street District.

Mr. Hale said that this is a plat and they meet the Code.

Mr. Fishman said there would be many residents coming out of the 324 unit apartment building who will need someplace to go from the apartment to the bikepaths or where ever they go.

Mr. Hale said the way the site is planned they are less than 100 yards to a bikepath toward the west.

Ms. Amorose Groomes said this is the difficulty they get into when they do a Bridge Street Corridor Code that is kind of a "one size fits all" for this huge swath of land and this is the uncomfortably that this body expressed explicitly and repeatedly about the process, is that they both loose so much flexibility and they do not have a lot of flexibility of giving them anything else they might want and maintaining they cannot have 5-foot sidewalks in the most dense and urban and active part of the corridor. She said 5-foot sidewalks makes sense in front of the retirement home and in a lot of these areas. She said that she knows everyone present would like to come up with the right answer, including the applicants, of what is going to make this a successful as the possibly can.

Mr. Hale said they have been having meetings with staff and made tremendous progress and have been with Mr. Edwards and have been a big supporter of Bridge Street, because in terms of what it has the opportunity to produce for the City is terrific and goes beyond re-developing a part of town that has had some problems, but it's about providing housing and encouraging businesses to come. He said part of all of that in getting developers to come and do what they have to do to move through this system, Mr. Edwards has spent or on the hook for 1.2 million dollars.

Mr. Taylor said he did not think anybody here would argue that what was created for this district has played a big role in attracting development to this area, it is clear that an area that had nothing going on now has a lot going on and it is wonderful, but does not mean it is perfect.

Mr. Taylor said they have wanted a designated track and do not want the cars and the bikes to mix as directly as got here and would like see a solution to that. He said they are all the time and effort and the money spent on Nelson/Nygaard and everyone else and when it comes down to it they are designing the absolute minimum that they can have and it is disappointing. He said the second disappointment is that this applicant sees Dublin Village Center as some kind of walled compound that you stop when you get to and get out and walk through instead of a part of this street network and a couple of blocks in this greater thing. He said that is why at the previous discussion he said "let's not have some kind of an obvious entrance feature that calls out this is the new Dublin Village Center", he said it is not, it is the edge of Dublin.

Mr. Hale said it is clear that within the Dublin Village Center that the conception of the densest part of the Dublin Village Center is this project, it has the widest range of uses. He said it is seen as trying to create a very vibrant center and they are happy to work with staff with the right-of-ways, but the right-of-ways are designed to meet the right-of-way requirements and the sidewalk requirements. He said they have not completely finished with the design of the roads.

Ms. Amorose-Groomes said she did not think anyone is suggesting that they turn around and basically what is happening is they are pointing out some of the deficiencies in the Code that they wrote, because they are not professional code writers either. She said she sees a 5-foot sidewalk and they are talk about door swings on cars, let's talk about door swings to stores. She said it could choke down to 2 feet really quick with a 36-inch door opening. She said these sidewalks are presumably going to be right on the building.

Mr. McCauley said they are designing the sidewalks at a minimum it is only within the right-of-way and according to the Stavroff's the sidewalk between the tree lawn on the sidewalk and building face it is 15-foot all day long. He said it is what you can design outside of the right-of-way and if they look outside of

the right-of-way to the front of the building it is not a 5-foot sidewalk, the 5 feet is just what has been dedicated as right-of-way. He said the concern was with one stretch of the apartment on the one side of the road they wanted a wider sidewalk and everywhere else it is guaranteed there will be more than 5 feet of sidewalk.

Ms. Amorose-Groomes said the unfortunate part of that is that they do not have that information. She said she is just explaining the frustration with the process.

Mr. McCauley said when they came in with the apartments it was said that they were short on one sidewalk and it was done, so when they come back with each section or quadrant or each area they will see the improvement.

Mr. Hardt asked whether Engineering is comfortable that 76 feet of right-of-way is enough and to the applicant's point that is what the rules say they have to provide, so in some respects it better be.

Mr. Hammersmith said he also heard 9 feet on one side for bicycles and a 3-foot carriage lane on the other side of the street and now they would have a street that is off-set in the right-of-way and not in the center and it comes with its own complications.

Ms. Kramb asked if they are being asked to vote on the 76 feet of right-of-way for the roads, so they can plat these roads and are they voting on the typical section as it is shown in the plans.

Ms. Husak answered that they are asked to do both.

Ms. Kramb asked what happens if they want to change a typical section that is in the plan that has been voted on.

Ms. Readler said that it could be conditioned it subject to staff approval.

Ms. Kramb asked how they can vote without approving typical sections, they can vote and give them their right-of-way and they can figure out what they put between those 76 feet.

Mr. Hardt said if they can get comfortable that 76 feet is enough, they can vote on the 76-foot right-of-way in the plat and condition that the roadway section be worked out with staff.

Ms. Readler agreed, and said the condition that exists regarding working with staff to revise the street sections for John Shields Parkway to include the designated bike lane and then the extra easement.

Ms. Husak said she has drafted a condition to get to that point.

Mr. Hardt said he is looking for some comfort level that 76 feet is enough or do they have a bigger problem.

Mr. Hammersmith said Street B is centered in the right-of-way because they have 38-feet, 38-feet with 3-foot that hangs outside of right-of-way.

Mr. Hardt said there is a proposed condition to deal with that.

Ms. Kramb said she would like to recommend a condition that the Street A have the 6-foot sidewalks like everything else does down there, Street A has 5.5 feet and everything else has 6 feet and asked if there is a reason why they cannot add one more foot and make it the same.

Mr. Phillabaum said she is referring to the street on the west side of Edwards, he said it is a 60-foot right-of-way on the north side of John Shields Parkway because there is a overhead power easement, so there is more constrained space in which to get the roadway. He said something else would have to give in that scenario.

Ms. Amorose-Groomes said the long and short of it is that she believes that the Commission is comfortable with voting on this plat. She said she relies heavily on all of staff to write a Code that they were to approve that was right and if it is not right they need to start right away making those corrections.

Mr. Edwards asked if they want bicycles where they are trying to have retail and if they hope to make this really successful they are looking at a small piece. He said Easton is the most successful development in retail that there has been in the last 20 or 30 years. He said retail cannot have bicycles on the sidewalk with the people if you want it to be successful. He said he supports the Stavroff's in not wanting bicycles on the sidewalk between the retail and the parallel parked cars. He said he is trying to do something that is needed in Dublin and if they put too many restrictions on that do not make the retail work.

Mr. Taylor said this is an apartment building not retail.

Mr. Edwards said there is a third party which is the Stavroff's and they have to make the whole project work.

Mr. Taylor said they are looking at a road and an apartment building right now and they are not seeing any proposals for retail next to it.

Mr. Edwards said they are not going to see it at the same time. He talked about all the work he had done in the past to make Ballantrae a success in Dublin.

Ms. Amorose-Groomes said the applicant has asked for a 76-foot wide right-of-way on the plat and they are hearing that they can get all the things they want within the 76 feet. She said there are some conditions that they need to entertain and ask the applicant if they agree.

Ms. Amorose-Groomes read through the conditions.

Ms. Newell asked for the applicant to explain the difference between dedicated and designated bike path.

Mr. Simonetti said designated means there is something that identifies that it is a bikepath and dedicated means it is nothing but a bikepath.

Ms. Amorose-Groomes said she does not want them to paint themselves so tightly that they use the term cycletrack because maybe that is not the right thing. She said if the Police and the Fire say it is safe and she is comfortable with that and if it is not safe then she is not and she is not inclined to make condition #5 so narrow that they say that is what they have to do and cause them to generate something that is not safe.

Mr. Taylor said the word dedicated would solve that and nothing else.

Ms. Amorose-Groomes said they have 76 feet and they want dedicated space for bicycles and they want it to be safe.

Mr. Hardt said they want a 5-foot tree lawns and a minimum of 8-foot sidewalks and acknowledging that the sidewalks do not have to fit within the right-of-way.

Ms. Amorose-Groomes said the sidewalk does not have to be 8-foot in the right-of-way, if there is 10 feet out of the right-of-way, it can be 5-foot in the right-of-way she is okay with that and that they are wide enough.

Mr. Simonetti said he cannot see how anywhere in here there is not going to be additional sidewalk outside of the right-of-way, so he would prefer they not put a right-of-way stipulation on there that limits their ability to get the other stuff in.

Ms. Amorose-Groomes said they need to look at what the Code that says the overall sidewalk width must be rather than we have to mandate an 8-foot sidewalk and maybe some of those things need cleaned up and this is exactly what they said would happen once they start getting applications in, it would reveal to them the faults in their Code and that is what this applicant is doing is revealing to them the faults of that and gives them some things to work and improve themselves with.

Ms. Kramb said they need to change designated to dedicated.

Mr. Fishman said he is happy if it is dedicated.

Mr. Simonetti said to make it separately designated because where they put it there will be people walking on it too.

Ms. Amorose-Groomes said they need to let them work this problem out, the Commission cannot do it here because they do not have the tools.

Mr. Fishman said that is fine.

Ms. Newell said she is not sure the whole Commission knows what they want and the applicants are going to walk away and not know what to do.

Ms. Amorose-Groomes said they need to have a clear understanding of the general concepts that they are looking for and staff having clear direction for them to work it out. She said the whole process was designed to get the Commission out of the middle of it and if they re-insert themselves in the middle of it, it is not beneficial.

Mr. Langworthy said the only reason to have this discussion at this depth is because of what the condition that was placed on the Basic Plan.

Ms. Amorose-Groomes said the condition was very clear, they are having this conversation because the applicant asked them to.

Mr. Langworthy said now the terminology is getting in the way about dedicated vs. designated and he thinks that is the rub they are having right now is it a totally separate facility and he is hearing more on-street.

Ms. Amorose-Groomes said she is clearly in favor of on-street because that is what the Fire Department and the Police Department said was the safest way to do it.

Mr. Budde agreed.

Mr. Fishman said he agrees with that as long as cars do not drive on it.

Ms. Husak said they want a bike lane, a striped separated from the street bike lane would meet that condition.

Mr. Langworthy said after that point if they can get them to the point saying it is a dedicated area off-street, they can properly design it.

Ms. Kramb said they are not saying it has to be off-street they are saying they do not know where it has to be to be safe, they just do not want cars in the same spot. She said it is not a sharrow, it is going to be something else.

Mr. Langworthy said that part they get and understand.

Ms. Amorose-Groomes asked if staff felt like they have enough direction to be able to work with the applicant to resolve this issue.

Ms. Husak asked again whether the street section Option B with the cycletrack as proposed but signed or colored or with pavement markings would it meet what the Commission looking for.

Ms. Kramb said that is close, but if the police says it is not safe then it is not the answer.

Ms. Amorose-Groomes said they are going to approve 76-foot of right-of-way and in that right-of-way they would like for bikes to be handled intentionally and safely and have 5-foot tree lawns and an overall width of 8-foot minimum of sidewalk on each side that does not all have to be in the right-of-way, but there has to be at least 8 feet of sidewalk.

Mr. Taylor asked that in the future that they help them help the applicant and give them the context of this stuff, it would be help to have or be told what the whole pictures.

Ms. Amorose-Groomes said if they would have known there was more sidewalk they could have outside of the easement, it would have really changed their perspective.

Mr. Langworthy said they had that in the Basic Plan, but it did not get to that level of discussion.

Ms. Husak modified conditions 3 and added 5. She read the following conditions into the record:

- 1) That the applicant ensure that any minor technical adjustments to the plat are made prior to City Council submittal;
- 2) That the applicant provide street names for proposed Streets A, B and C prior to submitting the preliminary plat for City Council review;
- 3) That the applicant revise the proposed street section for John Shields Parkway to include minimum 5-foot wide tree lawns and minimum 8-foot wide sidewalks, and provide additional easements where necessary;
- 4) That the subdivision requirement stating rights-of-way lines at street intersection must be connected with a straight line tangent be waived with this proposal; and
- 5) That the applicant continue to work with staff to design the proposed bicycle facility for John Shields Parkway as a space separately designated to avoid conflicts with pedestrians and vehicles, and that the street sections be updated accordingly prior to submitting the preliminary plat to City Council.

Ms. Amorose-Groomes asked if the applicant agreed to the modified conditions.

Mr. Simonetti agreed to the conditions.

Motion and Vote

Mr. Fishman moved to recommend City Council approve this Preliminary Plat application because it meets the requirements of the Subdivision Regulations, with five conditions:

- 1) That the applicant ensure that any minor technical adjustments to the plat are made prior to City Council submittal;
- 2) That the applicant provide street names for proposed Streets A, B and C prior to submitting the preliminary plat for City Council review;
- 3) That the applicant revise the proposed street section for John Shields Parkway to include minimum 5-foot wide tree lawns and minimum 8-foot wide sidewalks, and provide additional easements where necessary;
- 4) That the subdivision requirement stating rights-of-way lines at street intersection must be connected with a straight line tangent be waived with this proposal; and
- 5) That the applicant continue to work with staff to design the proposed bicycle facility for John Shields Parkway as a space separately designated to avoid conflicts with pedestrians and vehicles, and that the street sections be updated accordingly prior to submitting the preliminary plat to City Council.

Mr. Simonetti agreed to the conditions.

Mr. Taylor seconded the motion. The vote was as follows: Mr. Budde, yes; Mr. Hardt, yes; Ms. Kramb, yes; Ms. Amorose Groomes, yes; Ms. Newell, yes; Mr. Taylor, yes; and Mr. Fishman, yes. (Approved 7 – 0).

Ms. Amorose-Groomes thanked the applicant.

City of Dublin Planning and Zoning Commission

Planning Report

Thursday, June 20, 2013

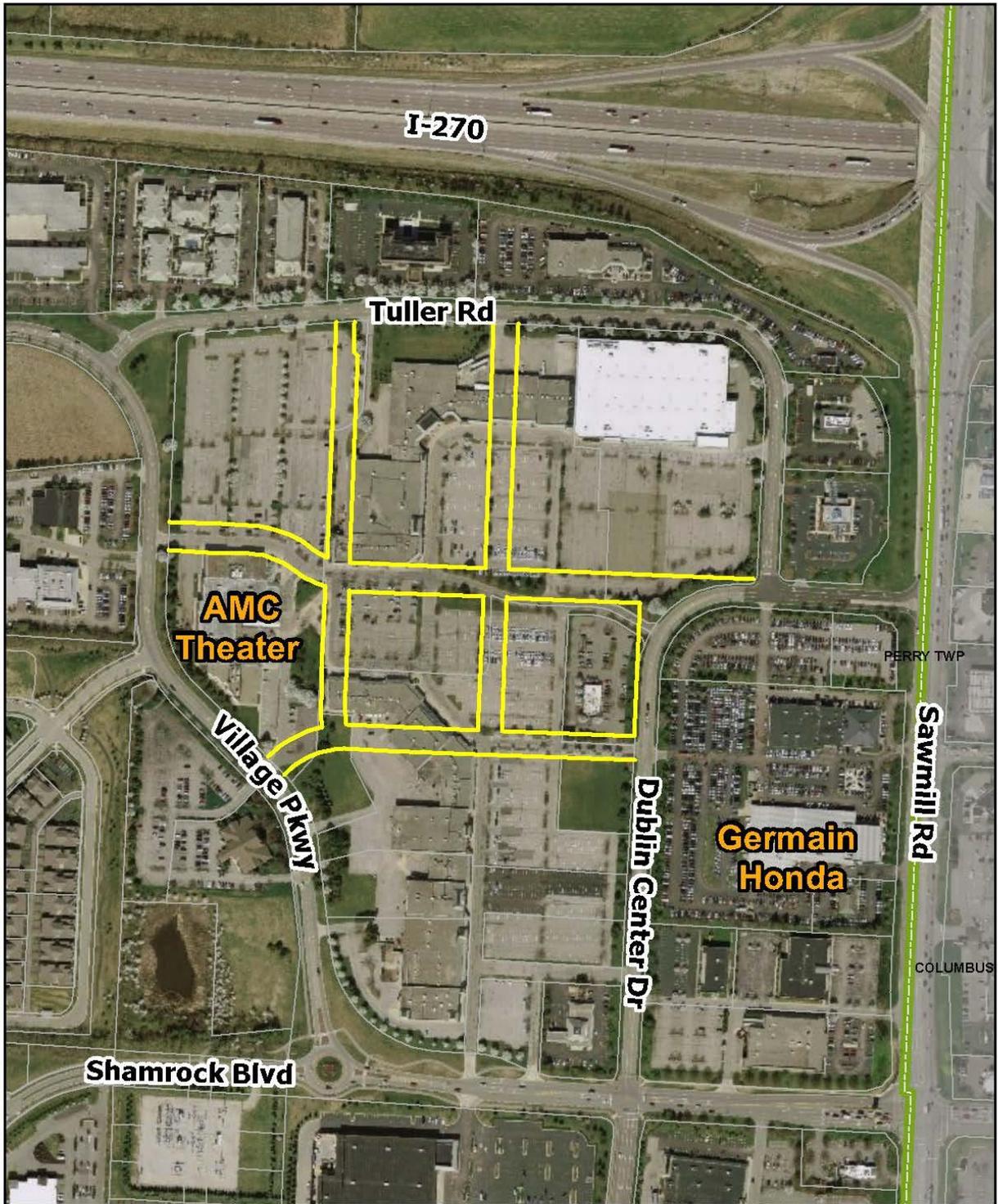
BSC Sawmill Center Neighborhood District – Dublin Village Center Rights-of-Way Plat

Case Summary

Agenda Item	1
Case Number	13-052PP
Site Location	West of Sawmill Road, south of Tuller Road, and east of Village Parkway.
Proposal	A preliminary plat of approximately 7 acres of rights-of-way for new public streets and associated infrastructure in the BSC Sawmill Center Neighborhood District.
Applicant	Steve Simonetti, Edwards Communities Development Co.; represented by Robert Ferguson, EMH&T.
Planning Contact:	Claudia D. Husak, AICP, Planner II (614) 410-4675, chusak@dublin.oh.us
Requests	Review and approval of preliminary plat application under the provisions of the Subdivision Regulations Section 152.020.
Planning Recommendation	<i>Approval of the preliminary plat with 4 conditions.</i> Based on Planning's analysis, the proposal meets the requirements of the Subdivision Regulations.

Conditions

- 1) That the applicant ensure that any minor technical adjustments to the plat are made prior to City Council submittal, including noting the open space ownership and maintenance responsibilities, and setback information;
- 2) That the applicant provide street names for proposed Streets A, B and C prior to submitting the preliminary plat for City Council review;
- 3) That the applicant revise the proposed street section for John Shields Parkway to include a 5-foot tree lawn and a 3-foot sidewalk easement for a 6-foot sidewalk prior to submitting the preliminary plat for City Council review; and
- 4) That the subdivision requirement stating rights-of-way lines at street intersection must be connected with a straight line tangent be waived with this proposal.



13-052PP
Preliminary Plat
Dublin Village Center
Tuller Road & Village Parkway

0 150 300
Feet

Scale bar and north arrow.

Facts	
Site Area	7 acres of platted rights-of-way for property within Dublin Village Center (no lots are being platted with this submission)
Zoning	BSC-SCN, Bridge Street Corridor Sawmill Center Neighborhood
Surrounding Zoning and Uses	The site is part of Dublin Village Center and is bounded by Tuller Road to the north, Village Parkway to the west and Dublin Center Drive to the east. Existing uses served by the platted rights-of-way include the AMC Theater, Applebee’s restaurant, and portions of two shopping center buildings and associated parking lots. The preliminary plat also provides streets for the proposed Edwards Apartment building, which the Commission recently reviewed as a Basic Plan. The site and all surrounding sites are in the BSC-SCN, Bridge Street Corridor Sawmill Center Neighborhood.
Site Features	Parts of the rights-of-way include existing private drives serving various sites in the Dublin Village Center.
Case Background	<p>May 16, 2013</p> <p>The Commission reviewed a Basic Plan and requested Waivers for a 324-unit apartment building with podium parking, and associated site improvements including new public streets and open spaces. The Commission:</p> <ol style="list-style-type: none"> 1) Approved two Development Plan Waivers: to permit two new blocks to exceed the maximum block dimensions, and to waive the required mixed use “shopping corridor” as part of this development; 2) Approved the Basic Plan - Development Plan with 12 conditions; 3) Disapproved a Site Plan Waiver to permit the use of vinyl siding as a permitted building material; 4) Approved the Basic Plan - Site Plan with 9 conditions; and 5) Disapproved a Fee-in-Lieu of open space land dedication request. <p>The Commission commented on the overall quality of the project, its general consistency with the Bridge Street District vision, and proposed architecture. The Commissioners agreed that the applicant should continue to work with the City to provide the full amount of required open space instead of payment of a fee. The Commission added conditions to ensure that bicyclists are adequately accommodated within the new public streets and that sidewalks were wide enough to facilitate pedestrian activity. The Commission also requested the applicant ensure safe connections between the AMC theater and its designated parking on the north side of the new public street, and that terminal vistas be provided.</p> <p>The applicant filed applications for Development Plan and Site Plan Review for review and determination by the Administrative Review Team.</p>

Details

Preliminary Plat

Plat Overview

The proposed preliminary plat provides 7.091 acres of public right-of-way to establish the street network, block layout and dimensions for a portion of the Sawmill Center Neighborhood District. This plat is only for rights-of-way; no lots are included.

The plat provides a 76-foot right-of-way for John Shields Parkway, 60 feet for the north section of Street A, and 65 feet for other rights-of-way.

John Shields Parkway is the east-west District Connector street intended to provide a road connection from Sawmill Road to Riverside Drive. The first phase of John Shields Parkway was approved with the Vrable Healthcare final development plan and final plat.

Street A connects Tuller Road to the new Street C east of the AMC Theater and to the west of the proposed Edwards Apartment building. The 60-foot right-of-way for the north section is adequate to accommodate all necessary amenities. The location of the power line easement and the development restrictions it creates allows the lesser right-of-way to be used.

Street B connects to Tuller Road north from Street C and creates the apartment block for the Edwards project.

Street C provides an additional east-west connection from Dublin Center Drive to Village Parkway. The AMC Theater and the Applebee's restaurant will have frontage along this new street.

Additional right-of-way at Dublin Center Drive and John Shields Parkway creates a T-intersection to straighten the existing curve.

The development blocks created by these rights-of-way were approved by the Commission on May 16, 2013 with the Basic Plan for the Development Plan for the Edwards Apartment project. The Administrative Review Team is scheduled to make a determination on the Development Plan at its June 27, 2013 meeting.

The proposed street network meets the objectives of the Code and with the waivers approved by the Commission achieves walkable blocks that place high value on pedestrian movement and safety and a street network that appropriately distributes vehicular traffic.

Details	Preliminary Plat
Preliminary Plat Contents	The Subdivision Regulations, §152.018, contain content requirements for preliminary plats. The requirements include general plat information, the detailed depiction of the existing site conditions, public street information, including street sections, and a tree preservation plan.
Plat Information	The proposed preliminary plat includes a vicinity map showing the general location of the subdivision as required. The proposed name of the plat is <i>Preliminary Plat of Right-Of-Way for John Shields Parkway, Street A, Street B, Street C and Dublin Center Drive</i> . Prior to the plat review at City Council, the applicant will be required to provide street names for all proposed streets and the new names will be in the preliminary plat title.
Site Conditions	The plat shows site conditions as described in this report.
Streets	<p>The Subdivision Regulations require the preliminary plat to include the proposed street details. The applicant has provided sections for each of the proposed streets. Except for John Shields Parkway, a district connector street, all proposed streets are classified as neighborhood streets. The access points onto the proposed public streets and the new intersections are acceptable at this preliminary stage and the general layout of the streets conforms to the Street Network map in the Bridge Street Code.</p> <p>The street pavement sections have two 11-foot travel lanes and 8 feet for parallel parking spaces on both sides of the street. Except as noted below, a 2-foot carriage walk is adjacent to the parallel parking; each side of the street will also have a 5-foot tree lawn and an 8-foot sidewalk.</p> <p>Two street sections are proposed for Street A. North of John Shields Parkway the 60 feet of right-of-way includes a 5-foot tree lawn and a 5½-foot sidewalk adjacent the travel lane. South of John Shields Parkway, the 65 feet of right-of-way will include a 2-foot carriage walk and a 6-foot sidewalk separated by the 5-foot tree lawn. All other elements are the same.</p> <p>Two street sections are also proposed for Street B. North of John Shield Parkway will include an 8-foot sidewalk as required by the Commission, and the 5-foot tree lawn. The 65-foot right-of-way for Street B south of John Shields Parkway will include also have the 2-foot carriage walk, a 6-foot walk, and 5-foot tree lawn. All other elements are the same.</p> <p>Street C will include 65 feet right-of-way with 11-foot travel lanes and 8</p>

Details	Preliminary Plat
	<p>feet for parallel parking on both sides of the road. The section will also have the 2-foot carriage walk, 5-foot tree lawn and 6-foot sidewalk. Staff's expectation for John Shields Parkway inside the Sawmill Center Neighborhood had been for bicyclist to use the street rather than providing a specific realm for bikes. However, the Basic Plan for the Development Plan approval was conditioned to provide a designated bikeway. Accordingly, through the review of the Development Plan by the ART, staff has worked with applicant to arrive at a solution addressing the Commission's condition while working within the right-of-way for John Shields Parkway. Planning and Engineering have requested the modification of the proposed Shields pedestrian zone section as follows:</p> <p>North side: 8-foot wide cycletrack for two-way bicycle traffic and 3-foot carriage lane; 5-foot tree lawn (4 feet shown) and a 6-foot sidewalk. Meeting these requirements will necessitate a 3-foot sidewalk easement (2 feet shown) outside of the existing right-of-way.</p> <p>South side: 3-foot carriage lane; 6-foot tree lawn; 10-foot wide sidewalk.</p> <p>The Subdivision Regulations 152.029(B)(6) require rights-of-way at street intersections be connected with a straight line tangent to the intersection. The proposed plat does not include this chamfered intersection detail due to the Bridge Street provisions of the Zoning Code that require corner occupancy by buildings. The Commission and City Council may modify this requirement with the approval of the plat. Engineering recommends the requirement stating rights-of-way lines at street intersection must be connected with a straight line tangent be waived with this proposal.</p> <p>New handicap ramps will be needed on the west side of Village Parkway in the existing shared use path to accommodate the connection to the new sidewalks on the proposed streets. Street lights will be installed on these new streets. A 25-foot tall version of the City's standard street light (including the LED fixture) is proposed.</p>
Grading & Utilities	<p>The spot elevations shown reflect the more detailed information that we have received for review on the street construction drawings. The appropriate benchmark information is shown.</p> <p>An existing 8-inch public sanitary sewer located near Street A will be used for the northern portion of the project. Engineering has analyzed the downstream system for the currently proposed apartment building and no</p>

Details

Preliminary Plat

further improvements are necessary for the apartment complex. There is a label on page 4 of the preliminary plat that indicates a possible future sanitary sewer extension to this existing line (no linework is shown). Further review of the downstream capacity will be required if this extension happens and if the uses change from the densities shown in the calculations we recently received.

The sanitary sewer service to the southern portion of the project is not shown. A private 8-inch sewer is shown that most likely services the existing shopping center buildings. New public sanitary sewers may be needed to serve future development along Street C.

There are 12-inch waterlines on Village Parkway, Tuller Road and Dublin Center Drive surrounding the site. The applicant is proposing to install all new 8-inch public waterlines within the rights-of-way of John Shields Parkway, Street B and Street C. These lines will provide adequate looping and service to the proposed development. The applicant has worked with the Washington Township Fire Department to provide a fire hydrant at the mid-point of Street A. This is accommodated by the extension of a 6-inch public line within the right of way.

The plans show the reuse of portions of the existing on-site storm sewer system to provide the necessary drainage for the project. These storm sewers were installed as part of the construction of the shopping center – more than 20 years ago. Engineering is concerned about accepting the existing pipes for public infrastructure due to many factors: age, condition, unknown bedding and backfill of the pipes. The applicant has provided closed-caption televised video of the pipe they wish to reuse. A separate consultant for Engineering will review the conditions of these pipes to provide a recommendation if they are acceptable as public infrastructure. If it is determined that the existing pipes are unacceptable, additional storm sewer will have to be installed to provide the appropriate drainage for the public street.

This project will be done in compliance with Chapter 53, Stormwater Regulations and the OEPA General Construction Permit. The applicant is proposing to use a permeable paver in the parallel parking spaces along John Shields Parkway. This will provide the necessary water quality storm control measures to meet both the City and State's requirements.

Details		Preliminary Plat
Open Space	Open Space dedication is not required with a right-of-way plat. A development agreement will include provisions to fulfill the required open spaces dedication for the Edwards residential project.	
Tree Preservation	The tree preservation plan includes a table listing all trees within the right-of-way to be removed and their conditions. There are 167 trees that equate to 1,524 inches to be removed. Code Section 153.065(D)(9)(b) provides for exemptions to tree replacements requirements when trees were required as part of a previously approved development plan, where structures are required to be located and for the provision of utilities, requiring no replacement of the removed trees.	

Analysis		Preliminary Plat
Process	The Subdivision Regulations identify criteria for the review and approval for a plat. Following is an analysis by Planning based on those criteria.	
1) Plat Information and Construction Requirements <i>Condition 1</i>	Criterion met with Condition: This proposal is consistent with the requirements of the Subdivision Regulations and all required information is included on the plat. The applicant must ensure that any minor technical adjustments to the plat are made prior to City Council submittal, including open space ownership and maintenance responsibilities and setback information.	
2) Street, Sidewalk, and Bike path Standards <i>Conditions 2 - 4</i>	<p>Criterion met with Conditions: Street widths, grades, curvatures, and intersection signs comply with the appropriate Code Sections and Engineering requirements. Public streets meet City construction standards.</p> <p>Street names for proposed Streets A, B and C will be needed prior to submission of the preliminary plat for City Council review.</p> <p>The applicant proposed street section for the north side of John Shields Parkway must be revised to include a 5-foot tree lawn and a 3-foot sidewalk easement for a 6-foot sidewalk prior to submitting the preliminary plat for City Council review.</p> <p>The Subdivision Regulations 152.029(B)(6) require rights-of-way at street intersections be connected with a straight line tangent to the intersection. The proposed plat does not include this chamfered intersection detail due to the Bridge Street provisions of the Zoning Code that require corner occupancy by buildings. The Commission and City Council may modify this</p>	

Analysis	Preliminary Plat
	requirement with the approval of the plat. Engineering recommends the requirement stating rights-of-way lines at street intersection must be connected with a straight line tangent be waived with this proposal.
3) Utilities	Criterion met: Utility lines are adequately sized and located to serve the development and provided within appropriately sized and accessible easements.
4) Open Space Requirements	Not applicable.

Recommendation	Preliminary Plat
Approval	This proposal complies with the preliminary plat criteria and a recommendation to City Council for approval of this request is recommended with three conditions.
Conditions	<ol style="list-style-type: none"> 1) That the applicant ensure that any minor technical adjustments to the plat are made prior to City Council submittal, including noting the open space ownership and maintenance responsibilities, and setback information; 2) That the applicant provide street names for proposed Streets A, B and C prior to submitting the preliminary plat for City Council review; 3) That the applicant revise the proposed street section for the north side of John Shields Parkway to include a 5-foot tree lawn and a 3-foot sidewalk easement for a 6-foot sidewalk prior to scheduling the preliminary plat for City Council review; and 4) That the subdivision requirement stating rights-of-way lines at street intersection must be connected with a straight line tangent be waived with this proposal.

PRELIMINARY PLAT

If approved, the preliminary plat will be reviewed at a later date by City Council. If the Commission disapproves the preliminary plat, it must state its reasons for doing so. Approval of the preliminary plat is effective for 24 months and authorizes the developer to proceed with construction after meeting all Engineering requirements. The Commission and City Council will later review the final plat for each phase, generally after infrastructure is complete, to ensure that it conforms to the preliminary plat.

Review Criteria:

In accordance with Chapter 152, the Code sets out the following requirements as part of the platting requirements for the subdivision of land:

- 1) The proposed plat provides the minimum plat contents required by Sections 152.018(B) and 152.018(C);
- 2) The proposed plat will comply with all applicable subdivision improvement procedures as defined by Sections 152.035 through 152.053;
- 3) The proposed plat will provide required improvements as specified by Sections 152.065 through 152.072.



City of Dublin Planning and Zoning Commission

History

Thursday, June 20, 2013

13-052PP

Preliminary Plat

**BSC Sawmill Center Neighborhood District – Dublin Village Center
Rights-of-Way Plat**

building located on the north side of Tuller Road at the intersection with Village Parkway, however the application is being withdrawn. She said Planning has reviewed the proposal as well as the applicable Zoning Code provisions and has determined that a sales facility of this nature without any exterior changes is a permitted use and no further review is needed.

3. 13-051MPR – BSC Sawmill Center Neighborhood District – AMC Theater – Signs – 6700 Village Parkway

Jonathan Lee said this is a request for two new permanent wall signs to replace existing wall signs for an existing movie theater in the Dublin Village Center, located at the southeast corner of the intersection of Tuller Road and Village Parkway. He said this Minor Project Review application is proposed in accordance with Zoning Code Section 153.066(G).

Mr. Lee presented the proposed site plan and explained that the proposed replacement signs will be internally illuminated channel letters.

Rachel Ray said the property owner has been meeting with staff on behalf of AMC to discuss more significant façade improvements, but their intent is to obtain approvals for the signs only at this time. She said there were several sign variances that were approved for this site a number of years ago that need to be reviewed prior to the ART's determination on this proposal next week.

Mr. Langworthy asked how this site was permitted to have two signs. Ms. Ray said she believed they were a result of the variances granted for this site, and since the variances run with the land, would still be in effect for this site. She noted that under the new sign regulations, two signs would be permitted because a new street will be platted south of the theater, which would provide two frontages for signs.

Mr. Langworthy asked if the Administrative Review Team members had any further comments or questions at this time. [There were none.]

Ms. Ray said the target Administrative Review Team determination for this proposal is Thursday, June 13, 2013.

4. 13-052PP – BSC Sawmill Center Neighborhood District – Dublin Village Center Preliminary Plat – Tuller Road & Village Parkway

Claudia Husak said this is a request to plat approximately 7.166 acres of right-of-way for new public streets and associated infrastructure in the BSC Sawmill Center Neighborhood District, located west of Sawmill Road, south of Tuller Road, and east of Village Parkway. She said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Preliminary Plat under the provisions of the Subdivision Regulations, Section 152.020.

Ms. Husak reviewed the proposed preliminary plat showing streets, lots, easements, and rights-of-way.

Barb Cox noted that the drawings show future improvements that are not necessary for the preliminary plat and asked that they be removed.

Ms. Husak said there is a general staff meeting on Friday afternoon. She said she would like to mark up a set of plans with all of staff's comments to return to the applicant in order to turn this application around for the Planning and Zoning Commission packets at the end of next week.

Ms. Husak reported that original signatures were still needed on the application, since a portion of the plat involves an adjacent property.

Steve Langworthy pointed out that the plans still show the right-in driveway to the AMC theater off of John Shields Parkway. He noted that that driveway should also be removed from the plat and that his understanding was that the City Engineer was not supportive of the driveway.

Ms. Husak said that if the applicant does not remove the driveway, they could make its removal a condition of approval of the Preliminary Plat at the Planning and Zoning Commission's review.

Mr. Langworthy asked if there were any further comments on the application at this time. [There were none.]

Ms. Husak said the target Administrative Review Team recommendation is Thursday, June 13, to the Planning and Zoning Commission for their June 20, 2013 meeting.

5. 13-049DP-BSC – BSC Sawmill Center Neighborhood District – Dublin Village Center – Edwards Apartment Building – Tuller Road & Village Parkway

Rachel Ray said this is a request for review of an approximately 324-unit podium apartment building to be constructed on an approximately 6.4 acre site with approximately 7.82 acres of new public streets and 7.78 acres of off-site improvements in the BSC Sawmill Center Neighborhood District. She said this is a request for Development Plan Review by the Administrative Review Team under the provisions of Zoning Code Section 153.066(E).

Ms. Ray reviewed the application submittal, including the proposed rights-of-way, interior blocks, lots, street types, existing conditions, and the neighborhood standards.

Steve Langworthy said the proposed street sections should be depicted on the plans.

Ms. Ray said the applicant will need to provide an interim plan for the period of time following the demolition showing the "temporary" conditions of the parking lots, new streets, and associated landscaping until new development is proposed on the adjacent development blocks.

Barb Cox said she had requested that the applicant make the mid-block pedestrian crossings eight feet in width, which is wider than they would typically be, so that they would be more noticeable to vehicles. She stated that there is a meeting with the project engineer on Friday to review the outstanding items of concern such as the ownership and maintenance of the retaining walls within the right-of-way.

Fred Hahn asked if the Development Plan application was intended to include the resolution for the provision of required open space.

Ms. Ray noted that the open space proposed with the Development Plan is the same amount of open space shown at the Basic Plan Review, and that the resolution for the provision of required open space would be addressed through the Development Agreement and a future application for development in the center. She stated that the details for the open spaces that are being provided would be addressed with the application for Site Plan Review.

Brian Griffith, Creative Design + Planning, representing the applicant, stated that they were working through the process.

Ms. Ray said that the target ART determination is Thursday, June 27, 2013.

Mr. Langworthy asked if there were any further questions or comments from the ART members at this time. [There were none].

Ms. Husak said that if the applicant does not remove the driveway, they could make its removal a condition of approval of the Preliminary Plat at the Planning and Zoning Commission's review.

Mr. Langworthy asked if there were any further comments on the application at this time. [There were none.]

Ms. Husak said the target Administrative Review Team recommendation is Thursday, June 13, to the Planning and Zoning Commission for their June 20, 2013 meeting.

5. 13-049DP-BSC – BSC Sawmill Center Neighborhood District – Dublin Village Center – Edwards Apartment Building – Tuller Road & Village Parkway

Rachel Ray said this is a request for review of an approximately 324-unit podium apartment building to be constructed on an approximately 6.4 acre site with approximately 7.82 acres of new public streets and 7.78 acres of off-site improvements in the BSC Sawmill Center Neighborhood District. She said this is a request for Development Plan Review by the Administrative Review Team under the provisions of Zoning Code Section 153.066(E).

Ms. Ray reviewed the application submittal, including the proposed rights-of-way, interior blocks, lots, street types, existing conditions, and the neighborhood standards.

Steve Langworthy said the proposed street sections should be depicted on the plans.

Ms. Ray said the applicant will need to provide an interim plan for the period of time following the demolition showing the "temporary" conditions of the parking lots, new streets, and associated landscaping until new development is proposed on the adjacent development blocks.

Barb Cox said she had requested that the applicant make the mid-block pedestrian crossings eight feet in width, which is wider than they would typically be, so that they would be more noticeable to vehicles. She stated that there is a meeting with the project engineer on Friday to review the outstanding items of concern such as the ownership and maintenance of the retaining walls within the right-of-way.

Fred Hahn asked if the Development Plan application was intended to include the resolution for the provision of required open space.

Ms. Ray noted that the open space proposed with the Development Plan is the same amount of open space shown at the Basic Plan Review, and that the resolution for the provision of required open space would be addressed through the Development Agreement and a future application for development in the center. She stated that the details for the open spaces that are being provided would be addressed with the application for Site Plan Review.

Brian Griffith, Creative Design + Planning, representing the applicant, stated that they were working through the process.

Ms. Ray said that the target ART determination is Thursday, June 27, 2013.

Mr. Langworthy asked if there were any further questions or comments from the ART members at this time. [There were none].

Mr. Langworthy asked if there were any further comments from the ART.

Ms. Ray said there will be a determination at the next ART meeting June 6th.

Determinations

None

Pre-Application Case Review

3. Pre-Application Review (Bridge Street District) – BSC Sawmill Center Neighborhood District - Dublin Village Center – Edwards Apartment Building – Tuller Road and Village Parkway

Rachel Ray this is a request for pre-application review prior to submission of a Development Plan Application in accordance with Zoning Code Section 153.066(C).

Ms. Ray said the applicant is not present, however they had met earlier in the day to review what is needed for the submission of the Development Plan Review application expected on Friday, May 31, 2013.

Administrative

Mr. Langworthy asked Ms. Ray to provide a brief update regarding potential upcoming applications. Mr. Langworthy asked if there were any changes to the May 23, 2013 meeting minutes. Mr. Langworthy accepted the minutes into the record. Mr. Langworthy confirmed there were no further items of discussion and adjourned the meeting.



**Land Use and Long
Range Planning**

5800 Shier Rings Road
Dublin, Ohio 43016-1236

phone 614.410.4600
fax 614.410.4747

www.dublinohiousa.gov

ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

MAY 23, 2013

Attendees

Steve Langworthy, Director of Land Use and Long Range Planning; Rachel Ray, Planner II; Dan Phillabaum, Senior Planner; Alan Perkins, Fire Marshal; Jeff Tyler, Director of Building Standards; Barb Cox, Engineering Manager; Jeremiah Gracia, Economic Development Administrator; Laura Ball, Landscape Architect; Ray Harpham, Commercial Plans Examiner; Aaron Stanford, Civil Engineer; Steve Simonetti, Edwards Communities Development Company; Stephen Caplinger, Creative Design + Planning; Tim Volchko, EMH&T; Brad Parrish, Architectural Alliance; and Flora Rogers, Administrative Assistant.

Steve Langworthy called the meeting to order.

Case Introductions

None

Determinations

None

Pre-Application Case Review

1. Pre-Application Review (Bridge Street District) – BSC Sawmill Center Neighborhood District - Dublin Village Center – Edwards Apartment Building – Tuller Road and Village Parkway

Rachel Ray said this is a non-binding review of a future application for Development Plan Review for a 324-unit podium apartment building to be constructed on an approximately 6.3-acre site with approximately 7.8 acres of new public streets in the BSC Sawmill Center Neighborhood District. She said this is a request for pre-application review prior to submission of a Development Plan application in accordance with Zoning Code Section 153.066(C).

Ms. Ray distributed plans submitted by the applicant and comments prepared by Planning and Engineering.

Ms. Ray reviewed the General Application Requirements including the application form, fee, project description and the description of the conformance to Code Sections 153.060-061 and 153.063.

Ms. Ray reviewed the General Site Plan Elements including the Existing Conditions Plan as shown on Sheet C-1, identifying additional information needed to identify the project area boundaries, defining the site to include all new streets and rights-of-way, new development blocks, and adjacent portions of the site impacted by the new streets/development and to split the existing conditions plan into detail plans to a scale of not more than 1"=100'. She said the

Demolition Plan as shown on Sheet C-2, should include the removal of unnecessary line work to help with the plan's legibility, clearly identifying existing property lines and all areas to be impacted by the demolition. She said that if the parcels to the east of Dublin Center Drive will be impacted beyond the right-of-way, owner authorization will be required. She said the plans should identify the total building square footages to be demolished, and total square footage to remain and to be constructed. Ms. Ray stated that the trees to be removed, including size, species, and their condition should be identified in accordance with Code Section 153.065(D)(9).

Ms. Ray stated that, with respect to the Interim Conditions Plan, Sheet C-3, the plans should identify how existing parking lot access, pedestrian circulation, etc. will be maintained to areas impacted by the demolition and road construction. She referred to the Parking Lot Modifications Plan, Sheet C-4, and requested the removal of unnecessary line work, and that the applicant create labels or some other consistent identifier for each new Block and each new street segment. She requested that the applicant provide detailed plans for each new Block to be created or impacted, showing the new block directly south of the Edwards site as graded and seeded. She stated that the plans should include a calculation of the number of existing parking spaces, and parking spaces to be removed and reconfigured, and the final parking count.

Ms. Ray reviewed the Streets and Utilities Plan, Sheet C-5, noting that the plan is illegible at this scale and with the amount of line work shown, asked that the applicant refer to comments regarding the site information on sheet C-1. She said that intersection modifications at Tuller Road and the new North/South street to the west of the Edwards site, the intersection of Tuller Road and new John Shields Parkway, and Dublin Center Drive and new proposed East/West street south of the Applebee's should be shown, and the plans should also reflect the latest street configurations discussed at the Engineering meeting on Tuesday, May 21, including street sections with permeable pavers on John Shields Parkway, 8-foot sidewalks, 5-foot planting zones with tree grates, and 5-foot cycletracks where appropriate.

Ms. Ray reviewed the Lot and Block Configurations and requested that the plans identify each block dimension for all new blocks created and known open spaces with dimensions and acreages.

Ms Ray reviewed the Neighborhood District Requirements, identifying the areas where terminal vistas will be required, but noted that details should be provided at appropriate Site Plan Reviews. She stated that details related to the proposed pocket parks should also be provided at the Site Plan Reviews, but the locations should be shown on the plans at this time.

Ms. Ray said the applicant needs to provide the proposed preliminary plat and interim reconfigured lot lines as well.

Tim Volchko said these were submitted with the Roadway Package to Engineering on Wednesday, May 22nd.

Ms. Ray asked Ms. Cox to comment on Engineering's preliminary comments on the initial set of plans.

Barb Cox stated that she had prepared Engineering comments and considerations with respect to the Preliminary Plat, the Interim Conditions Plan, Water, Sanitary Sewer, and Stormwater

Management Plans for both the Edwards site as well as the public street network. She also noted comments on the proposed street network plans, including parking lot access, mid-block crossings, driveway intersections, street lighting, bicycle parking, and the parallel spaces shown on Tuller Road. Ms. Cox noted that she had shared this information with Rob Ferguson, also with EMH&T, the representative for the applicant at the Tuesday May, 21st Engineering meeting.

Ms. Ray asked if there were any other questions or concerns from the ART at this time. Ms. Ray said Planning and Engineering had scheduled a meeting for this upcoming Friday, May 24th to discuss some of the comments noted by Engineering, and will provide the appropriate information and conclusions to the applicants.

Ms. Ray concluded the discussion regarding the pre-application review to discuss architecture while Stephen Caplinger arranged for Pete Edwards to join the meeting via conference call. She noted that the applicant had requested the opportunity to discuss questions related to the architectural requirements in preparation for the Site Plan Review application for the Edwards project.

Brad Parish, Architectural Alliance, representing the applicant, led the discussion on architecture. He requested clarification on Code requirements related to horizontal and vertical façade divisions, roof pitches, roof ridge breaks, window types, shutter details, terminal vista requirements, first floor opacity calculations for parking garages, podium parking garage ceiling height, balcony encroachments into setbacks, balcony depth calculation, and dumpster/compactor location and design.

Pete Edwards commented with respect to his concern for the expense associated with the public improvements and how far the TIF funds were projected to stretch to cover these expenses.

Jeff Tyler asked for details related to dryer vents and the exterior treatments required.

Steve Simonetti said they would like the opportunity to provide examples of window treatments and details related to the high quality material as well as using vinyl as a building material for the façade of the interior courtyards.

Mr. Edwards commented on the use of vinyl siding as a high quality, durable, and low maintenance building material.

Steve Langworthy agreed to note the areas of clarification necessary within the ordinance regarding the architectural requirements.

Administrative

Mr. Langworthy asked Ms. Ray to provide a brief update regarding potential upcoming applications. Mr. Langworthy asked if there were any changes to the May 16, 2013 meeting minutes. Mr. Langworthy accepted the minutes into the record. Mr. Langworthy confirmed there were no further items of discussion and adjourned the meeting.

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

MAY 16, 2013

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

1. BSC Sawmill Center Neighborhood District – Dublin Village Center
Edwards Apartment Building Tuller Road and Village Parkway
13-031BPR Basic Plan Review

Proposal: To construct a 324-unit podium apartment building on a 8.32-acre site, on the north side of a new public street in the Bridge Street Corridor Sawmill Center Neighborhood District northeast of the existing AMC Theater.
Request: Review and approval of Basic Plan Review application under the provisions of Zoning Code Section 153.066(D).
Applicant: Steve Simonetti, Edwards Communities.
Planning Contact: Rachel S. Ray, AICP, Planner II.
Contact Information: (614) 410-4656, rray@dublin.oh.us

MOTION #1: To approve the requests for the following two Development Plan Waivers: 1) Table 153.060-A-Maximum Block Dimensions - To permit two new blocks to exceed the maximum block dimensions; and 2) 153.063(C)(5)(a) – Shopping Corridor - To not be required to provide a mixed use “shopping corridor” as part of this development.

VOTE: 7 – 0.

RESULT: The two Development Plan Waivers were approved.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Warren Fishman	Yes
Amy Kramb	Yes
John Hardt	Yes
Joseph Budde	Yes
Victoria Newell	Yes

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

MAY 16, 2013

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

**1. BSC Sawmill Center Neighborhood District – Dublin Village Center
Edwards Apartment Building Tuller Road and Village Parkway
13-031BPR Basic Plan Review**

Proposal: To construct a 324-unit podium apartment building on a 8.32-acre site, on the north side of a new public street in the Bridge Street Corridor Sawmill Center Neighborhood District northeast of the existing AMC Theater.

Request: Review and approval of Basic Plan Review application under the provisions of Zoning Code Section 153.066(D).

Applicant: Steve Simonetti, Edwards Communities.

Planning Contact: Rachel S. Ray, AICP, Planner II.

Contact Information: (614) 410-4656, rray@dublin.oh.us

MOTION #2: To approve this application for Basic Plan Review (Development Plan) under the provisions of Zoning Code Section 153.066(D), with 12 conditions:

- 1) That the applicant coordinate driveway access along John Shields Parkway (Street Segment 1) to direct pedestrian activity, subject to approval by the City Engineer;
- 2) That driveway access points along the neighborhood streets (Street Segments 2 and 3) be coordinated and aligned, subject to approval by the City Engineer;
- 3) That heightened architectural detailing and an open space node be provided at the intersection of Street Segments 1 (John Shields Parkway) and 2 at the southwest corner of Block B;
- 4) That the applicant work with the property owner to reconfigure the proposed open space to provide the required open space "node" at the intersection of Street Segments 1 and 2, with open spaces (pocket plazas or pocket parks) at a minimum of three, if not all four corners of the intersection and provide the minimum required 1.49 acres of open space on-site and/or within 660 ft. of the development site;
- 5) That the applicant submit a demolition plan in addition to a plan for the interim site conditions, including grading, seeding, parking lot reconfiguration, etc. as part of the Development Plan Review;
- 6) That the applicant coordinate the timing of the improvements to Tuller Road with the City Engineer;
- 7) That the applicant provide a phasing plan as part of the Development Plan Review;
- 8) That the applicant provide all necessary public and private infrastructure plans as part of the Development Plan Review;
- 9) That the applicant provide a designated bicycle way and enhanced pedestrian pathways on John Shields Parkway;

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

MAY 16, 2013

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

**1. BSC Sawmill Center Neighborhood District – Dublin Village Center
Edwards Apartment Building Tuller Road and Village Parkway
13-031BPR Basic Plan Review**

Proposal: To construct a 324-unit podium apartment building on a 8.32-acre site, on the north side of a new public street in the Bridge Street Corridor Sawmill Center Neighborhood District northeast of the existing AMC Theater.

Request: Review and approval of Basic Plan Review application under the provisions of Zoning Code Section 153.066(D).

Applicant: Steve Simonetti, Edwards Communities.

Planning Contact: Rachel S. Ray, AICP, Planner II.

Contact Information: (614) 410-4656, rray@dublin.oh.us

MOTION #3: To disapprove the requested Site Plan Waiver to Zoning Code Section 153.062(E)(1) – Façade Materials, Permitted Primary Materials, to permit the use of vinyl siding as a permitted façade material.

VOTE: 7 – 0.

RESULT: The requested Site Plan Waiver was disapproved.

RECORDED VOTES:

Chris Amorose Groomes Yes
Richard Taylor Yes
Warren Fishman Yes
Amy Krumb Yes
John Hardt Yes
Joseph Budde Yes
Victoria Newell Yes

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

MAY 16, 2013

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

**1. BSC Sawmill Center Neighborhood District – Dublin Village Center
Edwards Apartment Building Tuller Road and Village Parkway
13-031BPR Basic Plan Review**

Proposal: To construct a 324-unit podium apartment building on a 8.32-acre site, on the north side of a new public street in the Bridge Street Corridor Sawmill Center Neighborhood District northeast of the existing AMC Theater.

Request: Review and approval of Basic Plan Review application under the provisions of Zoning Code Section 153.066(D).

Applicant: Steve Simonetti, Edwards Communities.

Planning Contact: Rachel S. Ray, AICP, Planner II.

Contact Information: (614) 410-4656, rray@dublin.oh.us

MOTION #4: To approve the Basic Plan Review for the Site Plan with nine conditions:

- 1) That the ridge lines parallel to the streets be interrupted to meet Code Section 153.062(D)(2)(c);
- 2) That the applicant provide a pedestrian circulation plan demonstrating safe access to the building for residents and visitors;
- 3) That the building's architecture be modified to provide the appropriate vertical façade divisions (no spans greater than 40 feet), horizontal façade divisions (detailing required within 3 feet of the top of the ground story), and required change in roof plane (changes required every 80 feet) to meet the Podium Apartment Building Type requirement;
- 4) That Pocket Park D be redesigned to eliminate the proposed bioretention facility and reconfigure the stormwater management facilities (if needed) to maintain usable, accessible open space area;
- 5) That the applicant provide publicly available bicycle parking facilities within the streetscape and within the pocket parks and plazas for visitors and residents;
- 6) That the applicant provide additional details regarding the parking structure operation and circulation at the Site Plan Review;
- 7) That the surface parking lot plans be modified to provide a street wall consistent with Section 153.065(E) with the landscape treatment required by Sections 153.065(D)(5)(a) and (c);
- 8) That the applicant work with Planning and Engineering to reevaluate the proposed dumpster location in relation to the proposed right-of-way, prior to Site Plan Review; and

**PLANNING AND ZONING COMMISSION
RECORD OF ACTION
MAY 16, 2013**

- 1. BSC Sawmill Center Neighborhood District – Dublin Village Center
Edwards Apartment Building Tuller Road and Village Parkway
13-031BPR Basic Plan Review**

Motion #4 (Continued)

- 9) That the applicant work with the City to execute a suitable agreement that provides the full amount of required open space as required by Code as part of a future phase development of the BSC Sawmill Center Neighborhood District.

* Ben W. Hale, Jr., Smith & Hale representing the applicant, agreed to the above conditions.

VOTE: 7 – 0.

RESULT: The Basic Plan Review (Site Plan) was approved.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Warren Fishman	Yes
Amy Kramb	Yes
John Hardt	Yes
Joseph Budde	Yes
Victoria Newell	Yes

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

MAY 16, 2013

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

**1. BSC Sawmill Center Neighborhood District – Dublin Village Center
Edwards Apartment Building Tuller Road and Village Parkway
13-031BPR Basic Plan Review**

Proposal: To construct a 324-unit podium apartment building on a 8.32-acre site, on the north side of a new public street in the Bridge Street Corridor Sawmill Center Neighborhood District northeast of the existing AMC Theater.

Request: Review and approval of Basic Plan Review application under the provisions of Zoning Code Section 153.066(D).

Applicant: Steve Simonetti, Edwards Communities.

Planning Contact: Rachel S. Ray, AICP, Planner II.

Contact Information: (614) 410-4656, rray@dublin.oh.us

MOTION #5: To disapprove the request for payment of a Fee-in-Lieu of open space land dedication.

VOTE: 7 – 0.

RESULT: The request was disapproved.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Warren Fishman	Yes
Amy Krumb	Yes
John Hardt	Yes
Joseph Budde	Yes
Victoria Newell	Yes

STAFF CERTIFICATION


Rachel S. Ray, AICP
Planner II

Motion and Vote

Mr. Taylor moved to accept the May 2, 2013 meeting minutes as amended. Mr. Hardt seconded the motion. The vote was as follows: Ms. Amorose Groomes, yes; Mr. Fishman, yes; Ms. Kramb, yes; Mr. Budde, yes; Ms. Newell, yes; Mr. Hardt, yes; and Mr. Taylor, yes (Approved 7 – 0.)

Administrative Business

Ms. Amorose Groomes briefly explained the rules and procedures of the Planning and Zoning Commission. She determined that the cases would be heard in the order of the published agenda.

1. BSC Sawmill Center Neighborhood District – Dublin Village Center Edwards Apartment Building Tuller Road and Village Parkway 13-031BPR Basic Plan Review

Ms. Amorose Groomes introduced this application Basic Plan Review to construct a 324-unit podium apartment building on an 8.32-acre site, on the north side of a new public street in the Bridge Street Corridor Sawmill Center Neighborhood District northeast of the existing AMC Theater. She said this Basic Plan Review application is in anticipation of Development Plan and Site Plan Review applications and is proposed in accordance with the Zoning Code. She noted that this application also includes requests for Site and Development Plan Waivers and a request for Open Space Fee-In-Lieu. She said the Commission will be required to make five motions.

Rachel Ray said that they are pleased to present this Basic Plan Review for the Edwards Podium Apartment Building within Bridge Street Corridor Sawmill Center Neighborhood District. She explained that this is the first step in the development application process and includes requests for Development Plan and Site Plan Waivers that have been identified at this early stage of the proposal that require review and determination by the Commission, and involves a request to pay a fee-in-lieu of providing the full public open space dedication requirement.

Ms. Ray presented a site plan of the location of the Dublin Village Center shopping center located west of Sawmill Road, south of I-270 and Tuller Road, with the AMC Theater in the western portion of the shopping center and the Applebee's restaurant in the eastern portion facing Dublin Center Drive.

Ms. Ray provided an outline of the presentation as this is the first significant Bridge Street District project of this nature and scale, and she said she wanted to review the application and process to clarify the current stages and status of the project, the steps that will follow, and what is going to be requested of the Commission as part of the request for Basic Plan Review. She said that at the end of the presentation she will have the applicant spend some time discussing their project as well as responding to some of the issues that have been raised in the ART Report to the Commission.

Ms. Ray explained that as staff had been meeting with potential developers, architects and designers and presenting the Code in various forums, potential applicants were encouraged to meet with staff early and often, the purpose of which was to make sure that when they are ready to bring forward an application that they have a substantial understanding of the Code requirements and how that impacts their project. She said that this applicant has embraced that "early and often" process and are pleased to let the Commission know that the applicant has been meeting with staff on a regular basis even before the application was filed. She said if, however, an applicant doesn't meet with staff prior to submitting an application, there is a Pre-Application Review process built in to the Code that makes sure that once an application is ready to be filed that they have all the appropriate materials that are necessary to make sure they have a complete submittal for review.

Ms. Ray said the first step is the Basic Plan Review application, and this requires an Administrative Review Team review and recommendation to the Planning and Zoning Commission with a determination within 28 days from the submittal of the complete application. She said the purpose of the Basic Plan

Review is to outline the scope, character, and nature of the proposed development, and the process allows the required reviewing body (which in this case is the Planning and Zoning Commission, but might end up being the Architectural Review Board for projects in the Historic District) to evaluate the proposal for its general consistency with the Bridge Street Corridor Vision Plan as well as the Bridge Street zoning regulations. She noted that the Basic Plan Review also provided the opportunity for public input at the earliest stages of the development process.

Ms. Ray said the Basic Plan Review is required prior to submission of applications for Development Plan and Site Plan Review and since the applicant will be filing both those applications in the near future, this Basic Plan Review application includes the Basic Plan Review for both. She said the Commission is required to make a determination on the Basic Plan Review proposal to either approve, approve with conditions or deny the request.

Ms. Ray said since the applicant has already identified some of the Development Plan and Site Plan Waivers and their desire to pay a fee-in-lieu of dedicating all of the required open space, all of which require Planning and Zoning Commission review and determination, those requests have been combined with the Basic Plan Review process. She said following the Commission determination on the Basic Plan Review the next steps are the Development Plan and Site Plan Review applications and they can be filed concurrently or separately and are only required to receive Administrative Review Team review with a determination required within 28 days from the submission of a complete application.

Ms. Ray said the Development Plan Review looks at development project elements including the street network, the lots and blocks, and elements typical of what would be included in a subdivision plat which also requires review and recommendation to City Council by the Planning and Zoning Commission. She said Site Plan Review is required for all other developments that do not qualify as Minor Project Reviews. She stated that the Site Plan Review includes the specific building design and materials, open space details and all other site development standards including landscaping, parking, building materials, signs and lighting. She reported that the Administrative Review Team's review is the final step before building permitting.

Ms. Ray said the provision of publically accessible open spaces are intended to be planned and incorporated in concert with proposed development projects to the extent possible, rather than purchased by the City after the fact, using those park land funds generated by those fee-in-lieu of open space dedication payments. She said there might be circumstances in limited situations where payment of a fee might be appropriate, and as such it was included as a process in the Code, but that process does require Planning and Zoning Commission approval.

Ms. Ray presented the proposed development project overview describing the shopping center as a typical auto-oriented center with surface parking located in front of the theater, and noted that the site is served by a series of private drives coming off the public streets that circumscribe the site including Tuller Road to the north, Village Parkway to the west and Dublin Center Drive to the east. She said that a portion of the existing shopping center structures will be demolished as part of this project moving forward. She pointed out an electric transmission line easement along the western portion of the site running in front of the theater that bisects the theater from the rest of the site. Ms. Ray explained that there are new streets proposed to serve the development on the east and west sides of the new building, with the new public street serving as an east/west connector through the Bridge Street Corridor Sawmill Center Neighborhood District. She said that this street as proposed is to be a District Connector street that will ultimately continue on west and down toward Riverside Drive that will establish the public street network and connect to a new portion of the street recently approved as part of the Vrable Skilled Nursing project.

Ms. Ray said the proposed building is on an approximately 8-acre site and will contain approximately 324 apartment dwelling units making the project approximately 40 dwelling units per acre. She stated that

there are about 519 parking spaces shown at this time to be provided in a private off-street parking lot on the western portion of the site west of the apartment building as well as on-street and principally within the parking structure within the ground story of the proposed building. She reported that in addition to the building and the parking, approximately ½ acre or so of publicly accessible open space has been provided with this development as well as 1.6 acres of privately owned and operated open space within the courtyard interiors of the building.

Ms. Ray said this building is referred to as a “podium” apartment building and has two to three stories of apartments on top of the parking garage at the first floor of the building. She explained that the building will be three stories on the southern and northern portions of the site and four stories in the center. She pointed out that there is a clubhouse and management leasing office proposed along the new principal frontage street that will help provide greater pedestrian activity along the street in that area and across from the theater. She noted that there are a few ground level apartment units proposed in the pockets of the ground floor adjacent to the proposed Pocket Parks. She said the materials proposed at this time include brick, glass and siding as primary building materials and they plan to incorporate a higher level of architectural detailing and landscaping along the ground floor where portions of the parking structure would be visible from the street.

Ms. Ray said the portions of the application for consideration under the Development Plan Review include the street network and the blocks created as part of the new streets as shown. She said that anything interior to the new blocks that are being created are not under review as part of this application, since those areas will come forward as future Basic Plan Review applications once the applicant or the owner is ready to develop those particular blocks. She reiterated that the Site Plan Review portion of this application includes the proposed use, the building type, site development standards and the provisions of open spaces.

Ms. Ray said the Administrative Review Team has reviewed the Basic Plan Review application with respect to the review criteria applicable to the Development Plan Review and determined that the proposed block layout is consistent with the objectives of the Code, which is to achieve the walkable block dimensions that place a high value on pedestrian movement and safety and a street network that appropriately distributes vehicular traffic, with the exception of the Waiver requested for the maximum block length. She said the proposed street network is consistent with the conceptual street network shown in the Bridge Street Code, with conditions relating to the coordination of intersections, spacing and alignment and also driveway spacing, which are details that will be determined through the Development Plan Review in coordination with the City Engineer and others on the Administrative Review Team.

Ms. Ray said this proposal is the first significant step toward the redevelopment of the Dublin Village Center shopping center and is being coordinated with other improvements in this center. She said this new residential site development and corresponding street networks are going to set the conditions for future development opportunities in this Neighborhood District. She stated that the Neighborhood District standards here have some other requirements for minimum amount of mixed use shopping corridor, the purpose of which is to help define a critical mass of commercial activity to anchor development in this area. She explained that since the shopping corridor is not proposed with this development, a Waiver is required to be approved by the Commission to not meet this particular requirement.

Ms. Ray referred to the proposed Waiver request to exceed the maximum block dimensions for Block B, where the Edwards site is located. She explained that the request is to have 660-foot long north/south block dimensions, which exceeds what Code allows, which is 500 feet or less for block faces or a maximum block perimeter of 1,750 feet. She said due to the configuration of the podium apartment building and the fact that it is not practical to run a street through the center of that building, the applicant is requesting a Waiver for the block dimensions for Block B. Ms. Ray stated that the dimensions for Block C, which is the theater block, are created by existing conditions, and while the maximum block perimeter is met, the 658-foot or so of Village Parkway does exceed the 500-foot limitation, but because

of preferred intersection spacing and the existing theater building footprint it's not possible to reduce the block segment along Village Parkway to meet the requirement.

Ms. Ray said this site is located within the Bridge Street Corridor Sawmill Center Neighborhood District, which is one of the three neighborhood districts included in the Bridge Street Code. She explained that the Neighborhood District Standards were developed to address some of the master plan elements desired in these areas, recognizing that actual development is likely to occur in phases. She explained that certain elements that would be incorporated into larger scale areas as development phased in were intended to be addressed by the Neighborhood District Standards, and for example, the oval shaped area is where the mixed use anchor, or "shopping corridor," was expected to be provided. She pointed out that since this is a primarily residential development in the northern portion of this district, it is not appropriate that the shopping corridor be provided in the northern portion of the Sawmill Center Neighborhood District at this time, but the shopping corridor should be provided with future development that does occur throughout the rest of the shopping center.

Ms. Ray said the Site Plan Review criteria has been reviewed by the Administrative Review Team and based on the information that the applicant has developed at this time, and all appropriate Code sections represented have either been met, met with conditions, met with approval of the Site Plan Waiver that is being requested, or are details that are anticipated to be worked out with the development as the project moves forward.

Ms. Ray said there is one Site Plan Waiver that is being requested with this application and that is a request to use vinyl siding as a permitted primary building material in limited applications on each of the building facades. She said the primary materials as defined by Code are any materials that comprise more than 20 percent of an individual building elevation, although the Code actually requires two different primary building materials to make up that 80 percent to help break up the building facades and provide greater architectural interest. She noted that the Code does say that other high quality synthetic materials can be approved by the required reviewing body with examples of successful high quality local installations. Ms. Ray stated that the Waiver, if approved, would permit the use of vinyl siding as a permitted primary material. She reported that since the Administrative Review Team had made their recommendation to the Planning and Zoning Commission, staff had been meeting with the applicant and they have agreed to reduce or eliminate the use of vinyl siding but they are including this as a request for the Commission to make a determination on this since the materials were included in the materials that Administrative Review Team reviewed and based their recommendation to the Commission.

Ms. Ray referred to the request for payment of an Open Space Fee-In-Lieu. She said that while this residential project includes a sizable amount of private open space, including 1.6 acres of land provided within the courtyards of this development, the intent of the open space requirement is to achieve public open spaces that enhances quality of life and fosters a sense of community of the neighborhood at large. She explained that the desire is to provide these public open spaces scattered throughout the Bridge Street District to help provide greenway connections and also community spaces for visitors and residents.

Ms. Ray stated that staff would like to continue to work with the applicant to identify and provide the required open space within a walkable distance of this site as permitted by the Code and consistent with the open space character and network considerations as described in the Neighborhood District Standards. She said based on the number of dwelling units (324), the Code requires 200 square feet of publicly accessible open space for each of those units which ends up being about 1.5 acres of open space required. She stated that the applicant has provided some of that in the pocket parks on the west and east sides of the building and the pocket plazas on the south side of the building. She said that the applicant has also been meeting with the City to discuss strategies for providing the required open space either on-site or within the walkable distances permitted by the Code, and they are exploring opportunities to make sure that the open space is provided in a suitable manner. She said the

Administrative Review Team is recommending disapproval of the request for open space fee-in-lieu of actual land dedication, and an additional condition has been recommended that as this proposal moves forward to Development Plan and Site Plan Review, that the applicant work with the City to execute a suitable agreement that provides the full amount of required open space as required by Code as part of the next phase of development of this neighborhood district. She said the applicant has expressed a willingness to work with the City to achieve this objective, and they have begun to explore opportunities to meet this condition.

Ms. Ray noted that the Administrative Review Team's comments have been summarized and included in the ART report for the Commission's review and consideration, in addition to an Engineering memo that was provided as an attachment to the report. She said there are five determinations with five motions.

Development Plan

1. Basic Plan Review (Development Plan): The Administrative Review Team recommends **approval** to the Planning and Zoning Commission with 8 conditions:
 - 1) That the applicant coordinate driveway access along John Shields Parkway (Street Segment 1) to direct pedestrian activity, subject to approval by the City Engineer;
 - 2) That driveway access points along the neighborhood streets (Street Segments 2 and 3) be coordinated and aligned, subject to approval by the City Engineer;
 - 3) That heightened architectural detailing and an open space node be provided at the intersection of Street Segments 1 (John Shields Parkway) and 2 at the southwest corner of Block B;
 - 4) That the applicant work with the property owner to reconfigure the proposed open space to provide the required open space "node" at the intersection of Street Segments 1 and 2, with open spaces (pocket plazas or pocket parks) at a minimum of three, if not all four corners of the intersection and provide the minimum required 1.49 acres of open space on-site and/or within 660 ft. of the development site;
 - 5) That the applicant submit a demolition plan in addition to a plan for the interim site conditions, including grading, seeding, parking lot reconfiguration, etc. as part of the Development Plan Review;
 - 6) That the applicant coordinate the timing of the improvements to Tuller Road with the City Engineer;
 - 7) That the applicant provide a phasing plan as part of the Development Plan Review; and
 - 8) That the applicant provides all necessary public and private infrastructure plans as part of the Development Plan Review.

2. Development Plan Waivers: The Administrative Review Team recommends that the Planning and Zoning Commission consider **approval** of the following:
 - 1) Maximum Block Dimensions, for Block B (Edwards Apartment Building site) - Table 153.060-A, to exceed the maximum permitted block length of 500 feet at approximately 658 feet, and exceed the maximum permitted block perimeter of 1,750 feet at approximately 1,987 feet, and allow Block C (AMC Theater site) to exceed the maximum permitted block length of 500 feet at approximately 658 feet.
 - 2) Placemaking Elements, Shopping Corridor - 153.063(C)(5)(a), to not be required to provide the minimum 600 linear feet of mixed use "shopping corridor" development as part of this Development Plan/Site Plan Review, and instead ensure that the shopping corridor is provided on the blocks south of Street Segment 1 (John Shields Parkway).

Site Plan Review

3. Basic Plan Review (Site Plan Review): The Administrative Review Team recommends **approval** to the Planning and Zoning Commission with 9 conditions:
 - 1) That the ridge lines parallel to the streets be interrupted to meet Code Section 153.062(D)(2)(c);

- 2) That the applicant provide a pedestrian circulation plan demonstrating safe access to the building for residents and visitors;
 - 3) That the building's architecture be modified to provide the appropriate vertical façade divisions (no spans greater than 40 feet), horizontal façade divisions (detailing required within 3 feet of the top of the ground story), and required change in roof plane (changes required every 80 feet) to meet the Podium Apartment Building Type requirement;
 - 4) That Pocket Park D be redesigned to eliminate the proposed bioretention facility and reconfigure the stormwater management facilities (if needed) to maintain usable, accessible open space area;
 - 5) That the applicant provide publicly available bicycle parking facilities within the streetscape and within the pocket parks and plazas for visitors and residents;
 - 6) That the applicant provide additional details regarding the parking structure operation and circulation at the Site Plan Review;
 - 7) That the surface parking lot plans be modified to provide a street wall consistent with Section 153.065(E) with the landscape treatment required by Sections 153.065(D)(5)(a) and (c);
 - 8) That the applicant work with Planning and Engineering to reevaluate the proposed dumpster location in relation to the proposed right-of-way, prior to Site Plan Review; and
 - 9) That the applicant work with the City to execute a suitable agreement that provides the full amount of required open space as required by Code as part of the next phase of development of the BSC Sawmill Center Neighborhood District.
4. The Administrative Review Team recommends that the Planning and Zoning Commission consider **disapproval** of the Site Plan Waiver for Section 153.062(E)(1), Façade Materials – Permitted Primary Materials, as the criteria for the Waiver are not met.

Open Space Fee-in-Lieu

1. The Administrative Review Team recommends that the Planning and Zoning Commission consider **disapproval** the request for payment of a Fee-in-Lieu of open space land dedication.

Ms. Ray said it is important to note and to recognize that the redevelopment of the center has been a priority for many in the community, and City Council has been made aware of the development plans that are in the works for this project. She reported that the shopping center has been assembled over the years to provide for a larger scale more coordinated master plan for this site, however there is no master plan in place at this point in time. Ms. Ray stated that the City has been working with the property owner and is confident that future phases will be catalyzed by the new residential development that is proposed. She said that staff recognizes that this being the first truly urban project developing under the new Bridge Street District regulations, there might some pause due to the lack of an overall master plan to guide the center's overall development, but staff feels that this is a catalytic project, and with the adjacent street network and all of the adjacent blocks that are being created being very consistent with the character, they would like to see this project set a good precedent for future development in the Bridge Street District.

Richard Taylor asked for clarification regarding the process. He summarized that the Commission will be reviewing the Basic Plan Review, but they are voting on Development Plan Review and Site Plan Review Waivers, although the Waivers are only to the Development Plan and Site Plan Reviews. He asked how this was possible, since the applicant hadn't filed Development or Site Plans yet.

Ms. Ray said the applicant has identified these three Waivers for which a determination is requested from the Commission at this stage. She explained that because the applicant is required to receive Basic Plan approval from the Commission anyway, they have included the Waivers that they already know they need with this application. She said that if however the applicant identifies additional Waivers further in the process, those will have to come back before the Commission for review; these are just the Waivers that have been identified at this point.

Ben Hale, Jr., representing the applicant, Pete Edwards of the Edwards Communities Development Company, who is in attendance, said this property was purchased a few years ago by the Stavroff family, who he believes are making a leap of faith by tearing down half of the shopping center, but they are betting that they will attract new tenants and will build new buildings here as part of the shopping center. He said this is also a real leap of faith by the Edwards Company, who has done a lot of urban projects around the country as well as a lot of great developments here in Dublin such as Ballantrae, and now they want to be a part of Bridge Street. He said they have been working very closely with the City on the plans for the construction of the new streets, which will cost in excess of \$5.5 million dollars and is a huge undertaking. He said the apartments are on a fast track is because there are ideal times to open apartment projects, which is usually in the spring since the leasing season starts in March. He said that they will need to start renting apartments next March, and to make that timeline, construction needs to start by around July 1st.

Mr. Hale introduced the team, Stephen Caplinger, Creative Design + Planning; Brian Jones, architect; and Steve Simonetti, project manager.

Mr. Hale said the applicant is willing to drop the request for the vinyl on the exterior on this building. He said that Mr. Edwards has used beaded vinyl over the years and has not had any issues with it and found that it is a very good product requiring very low maintenance. He stated that the other products like Hardiplank need to be painted regularly, and since this is a three and four story building, it will not be cheap to paint. He said that from a maintenance and appearance point of view, the beaded vinyl is the best product out there, but they will agree to not use vinyl.

Mr. Hale said the property has in its interior courtyards 1.5 acres of open spaces with a pool and other places for the people who live here to use. He noted that between the 1.5 acres of open space in the interior of the building and what they're providing on the exterior, they have more than what is needed with 2.2 acres total. He added that there will likely end up being a park across the new public street to the south, and a plaza area at the theater, so there are a lot of other open spaces that will be usable. He stated that the owners will also have other open space requirements and he believes there will be plenty of other places to supply the open space in the area. He said that Pete Edwards is willing to pay the fee for the direct purchase of open space in the area and will put the funds into escrow. He said everybody believes that when this project is said and done, there will be adequate open space.

Mr. Hale said the owners have worked very diligently on the theater since they bought this site. He explained that the theater had been looking for a place to go and were even looking at Tuttle mall, but the owners have gotten the theater to agree to stay, which is important for the entire shopping center because it is a magnet that brings people in. He noted that the theater will also help with attracting good restaurants and will also help retailers. He stated that the interior is being updated with stadium seating and adding a bar, and although the theater is happy with the exterior of the building, the owners are planning to spend over a million dollars on the exterior of the building with a new design that will go to the City soon to upgrade the overall appearance of the theater consistent with the overall redevelopment plans for the shopping center.

Stephen Caplinger, said this is an ambitious project, and the owners have stepped up and been very fortunate to be part of the first phase with their project along with the AMC theater renovations. He said they took the lead with the Administrative Review Team and City staff and diligently met early and often, read the Code, did all of their homework, and put together a great design team with Brian Jones' office, Brad Parish with Architectural Alliance, and Kerry Reeds with MKSK, all of whom have been working with the owners on their master plan for the center, along with civil engineering services from EMH&T.

Mr. Caplinger said Edwards carved out an 8-acre parcel within the project and they have created a site that will net about 6 acres because of the new roads being carved out of the 8-acre site. He said the new

building will be about 5 to 20 feet from the property lines, with parallel parking on all the streets, street trees, new street lights, nice paving and an urban setting. He said it is their intent to create a new building type with a more urban feel, with a center hall corridor and elevators and much more of a dense urban project with three and four stories with ground floor parking. He said the street theme along the new John Shields Parkway will include the clubhouse entrance and will be very richly landscaped and will have sidewalks with fountain features as well as architectural elements that come out from the building. Mr. Caplinger said that the pocket parks are being used as entry ways into the building and will provide breaks in the longer east and west building façades. He said the building is shaped with three courtyards in the center of the buildings, which are very important feature of all the Edwards projects and are also planned to be richly landscaped, serving as an oasis for the residents to enjoy. He said they feel they have more than enough open space for this project with the public open space provided as well as the private open space.

Brian Jones, Jones Studio Architects, representing the applicant, said that over the last decade he has been working with Pete Edwards on a number of projects and they have been outside of central Ohio, which has been relevant to their understanding the objectives of the Edwards Companies. He said this is a big project and they looked at breaking down the scale of the buildings into very dynamic townhouse-style scale elements, and they see each of these styles with three or four key components that together give the project a wonderful texture and character.

Ms. Amorose Groomes asked if there were anyone from the general public that would like to speak with regard to this application. [There were none.] She closed public comment portion of the agenda and invited the Commission's comments on the proposal.

John Hardt said he is excited about this project and since many people have been working on the Bridge Street District plan for a few years now and keep hearing about the potential redevelopment of Dublin Village Center, it's exciting that it's finally here, and it is exciting for him personally and he is glad to see it happening. He agreed that it is a strong step forward and he thanked the applicant for the work done to date.

Mr. Hardt asked about the warehouse site to the east of the Edwards project and how will it be handled.

Ms. Ray said the Development Plan application will deal with the new street rights-of-way, street landscaping, and other infrastructure, and she agreed that there is expected to be some impact to the adjacent parking lots as well as the side of the warehouse building where the adjacent buildings will be demolished. She said that at this time, they expect minor driveway relocations and minor parking lot landscaping modifications, and they anticipate those off-site modifications being reviewed as part of the Development Plan Review. She said if there is something that is specific enough to require additional review by the Commission in terms of either a Waiver or significant site modification requiring Basic Plan Review, it would be brought forward.

Amy Kramb noted that the existing theater parking to the east in front of the building will be removed with the new streets and blocks, and she asked when and how in the process they are going to factor in the change to the theater parking.

Ms. Ray said the theater was planning to allocate all their required parking to the north of their building. She said that with this development, a lot of the existing structures will be demolished, and the need for all of that parking is going to be greatly reduced. She said that staff will be looking at the required theater parking to make sure it is adequately provided and accessible as part of the next steps.

Mr. Hardt said there was a note in the engineering comments that the applicant is requesting to omit the bikeway on John Shields Parkway and asked for an explanation.

Ms. Ray said that comment is in reference to the cycle track planned through the Bridge Street District. She said that staff had determined that instead of having bike facilities up at sidewalk level in a highly pedestrian-oriented environment, ultimately the staff decision has been to re-route the plans for the cycle track down Village Parkway that would continue west along John Shields Parkway as additional development occurs to the west. She said that since a very different environment will be established at Village Parkway, the expectation is that bicycles would be primarily in the street at that point. She said that the cycle track is to be intended to be a commuter route connection with higher speeds and fewer interruptions, with more point A to point B travel, as opposed to pedestrian activity anticipated in this area with more potential for conflicts.

Ms. Amorose Groomes commented that with a 324-unit apartment building and the potential for 600-700 people living in this building with 500 parking spots could result in a high demand for bicycle activity.

Ms. Ray said bicycles will be accommodated at street level, with lower vehicle speeds because of the pedestrian-oriented environment, and the cycle track will be picked up to the west of this site and down along Village Parkway. She pointed out that a change of character occurs at Village Parkway as part of the overall neighborhood district standards.

Mr. Hardt said he did not agree with that, and noted that as the Commission went through the Bridge Street Corridor Code regulations, they extensively discussed the accommodation of bicycles virtually everywhere.

Ms. Ray agreed and said bicycle facilities will be provided on all streets.

Justin Goodwin said the intent for all of the streets within the Bridge Street District is that, regardless of whether or not there is a specific dedicated facility, all of the streets are intended to be bicycle-friendly. He explained that the overall design of the right-of-way itself should accommodate cyclists as part the street system, whether there is a sharrow marked on the street or a bike lane or a cycle track. He noted that they do not expect high speeds of traffic through what is going to become more of an urban core through this area. He stated that the intent is that cyclists should be able to share the travel lane with vehicles.

Mr. Hardt said they only have once chance to build the street and a cycle track will never be built later. He said he was not supportive of the proposed street without the cycle track.

Mr. Hardt said there is 1.6 acres of private open space provided on the site, and he thought it curious that a third of that is on the roof. He asked if green roof space could be considered open space if it were publicly accessible.

Ms. Ray said the Code requires a certain amount of right-of-way frontage to allow open space areas to be counted as required, publicly available open space. She supposed that there could be a circumstance that stairs could lead to a second level to a publicly accessible open space along a frontage.

Mr. Hardt said he was not inclined to consider the interior courtyards to be counted as public open space and would like to see the open space requirement met, but he wondered whether it would be possible.

Mr. Hardt said he is concerned with how to get the theater patrons across John Shields Parkway to the new designated parking areas to the north. He asked if the applicant had considered patterned pavement or something to alert vehicles that there is a pedestrian zone.

Dan Phillabaum said they have been working with EMH&T and with the grading changes that need to happen on the north façade of the theater, they are looking at means possible to steer pedestrians

toward the main intersection. He explained that there will be a four-foot drop from the sidewalk to the street and there will be barriers to direct pedestrian movement to the intersection crossing.

Victoria Newell said her struggles with the application are the process. She noted that the process is very different, and since the Commission doesn't yet have all the details about this project, they are being asked to make a leap of faith and trust that the project will turn out as they expect it to. She stated that the development will come, but she thought that everything needs to function in concert with each other to make this a truly spectacular and successful development, and not having all of the pieces makes this even more challenging for the Commission.

Joseph Budde said after all the work developing the streets, block requirements and the size of those blocks within the Code, the very first applicant is requesting excessive block sizes. He asked if there is a way to separate the building and have a part of this project on the other side of a street and build what was required to be built in terms of required block sizes.

Ms. Ray said that was a concern for staff as well, and they want this project to be as pedestrian friendly as possible and make sure there is a street network that appropriately distributes traffic the way it needs to be distributed. She said that while Planning was working on the Code, they had even worked with the applicant to develop the Podium Apartment Building as a building type as part of the additions made to make sure this type of building could be accommodated. She said that Planning recognized that there might be some areas that were more residential in character that might have this larger scale of development and still be appropriate. She said that it is the Administrative Review Team's opinion that this portion of the Bridge Street Corridor Sawmill Center Neighborhood District is set off to the edge of the overall area of critical mass of commercial mixed use urban core area. She noted that, while the block sizes are a concern, they feel it is appropriate to this site and this location. She said as additional development phases in over the long term, they would make sure they have the necessary street connections. She noted that there are entrances provided as part of the building so that pedestrians coming from this building could have shorter walks to the intersections from the middle of the development block.

Ms. Kramb said she was okay with the larger block assuming they were not going to break up the other adjacent blocks with new east/west streets that dead end into this block. She said if that was the plan for the streets, then she is against the proposal.

Mr. Goodwin said the streets would not be "dead ended," and they do expect that there will be streets that will terminate at "T" intersections. He pointed out that the Code allows for additional architectural details at those intersections with terminal vista requirements at the end of those streets.

Ms. Kramb said that if the intention is to put another east/west street north of John Shields, then she thought the building needed to be redesigned.

Ms. Ray said the new streets would be built as future development phased in, and they would be looking at intersection spacing with the new streets, as well as what happens to Tuller Road in the future. She stated that there are lots of factors that would be considered in terms of how those streets would be developed.

Warren Fishman said the streets as proposed make it difficult to walk around the building and crossing the main street from the movie theater to an intersection or a crosswalk is a concern. He said the open space requirement has to be met with publicly accessible space. He said they are encouraging bicycles and pedestrians and they need to put bicycle circulation in the plan and provide adequate bicycle parking.

Mr. Caplinger said there will be bicycle parking within the parking garage along with bicycle racks. He said their experience is that people carry their bicycles to their units, however it is not encouraged.

Ms. Ray said they would like some bicycle racks to be provided within the public open spaces as well. She stated that the Code requires one bicycle parking space for every two dwelling units.

Mr. Fishman said he is thrilled with this project and with Mr. Edwards because he has looked at many of his projects and have not seen a bad one yet, and he hoped that he feels that Dublin deserves the quality that was provided in Mr. Edwards' projects downtown.

Mr. Fishman asked if the existing shopping center use will be continued in the future. Mr. Hale said they are tearing down 125,000 square feet of the shopping center and they plan to rebuild 75,000-80,000 square feet of restaurant and retail.

Mr. Fishman asked for the total number of parking spaces provided within the parking garage. Mr. Caplinger said there are 324 units and approximately 325 parking spaces within the parking garage and the remaining is in the lot to the west. He said that Edwards feels comfortable with the amount of parking being provided.

Ms. Newell said the ratio is 1.64 spaces if they include all of the on-street perimeter parking and 1.4 spaces if counting the spaces being provided off-street.

Ms. Krumb said she is against the additional east/west street to the north and if they are giving a Waiver for a larger block size she does not want to see a street "T'd" into this building.

Ms. Krumb said there are mid-block pedestrian crossings into the parking lots, which makes sense, but the crossing to what might be to the east, she did not understand why it would be necessary at this time.

Kerry Reeds, MKSK, said the entrances will have pedestrian access from either the parking lot to the north end which is more the pedestrian portion of the open space, as well as from the east.

Ms. Krumb said the big parking lot will be connected to the little parking lot through one shared drive on the north side of the park.

Mr. Taylor said it is wonderful that the project being proposed is the high quality that it is and in many ways is an embodiment of the ideas that they have all been talking about and hoping to see in this district. He said the master plan does not have a lot of "plan" to it yet, but he understands and is okay with the idea that this part of the project does not having shopping associated with it, since that wouldn't make sense. He said, however, the next part of the area that gets developed better have a lot of retail associated with it to draw people.

Mr. Taylor said they need to make sure that as they are planning open spaces that the entire areas are planned as spaces with just as much thought as the buildings and that they do not become left over spaces. He wanted to make sure that if they are going to be doing a fee-in-lieu that it doesn't become a pile of money in a piggy bank, and that it is planned for spaces that will actually be provided within the district.

Mr. Taylor said the pocket parks are very interesting and when they are done they will be nice entrances to the building. He noted that pocket parks succeed because they are a relief to the urban density.

Mr. Taylor noted that the new John Shields Parkway extends to Sawmill Road, and on the plan it indicates a new entry feature at the new intersection. He said that, since this is not intended to be just a district or just a development, he would not want to see another clock tower or names of retail shops as part of an entry feature. He stated that this will be a major gateway for the city as a whole, discouraged the use of an entry feature. He said he is concerned with the extension of John Shields Parkway possibly

from I-270, across the river onto Sawmill Road and the potential for a two lane road to handle the volume of traffic that is likely to occur. He said he would like the right-of-way to be wide enough for future expansion.

Ms. Ray stated that the urban street grid helps to distribute traffic, avoiding the problem we currently have at the intersection of Bridge Street and High Street. She said that the challenge there is that there are no other options for vehicles to cross the river and they are forced to use Bridge Street to get across. She said that in the future, drivers will continue to use both Bridge Street as well as John Shields Parkway, but there is also Banker Drive and Village Parkway to help provide access onto Sawmill Road at signalized intersections to help distribute traffic demand. She said they are confident that the right-of-way and the lane configuration will meet traffic needs going forward.

Mr. Taylor said that the theater parking lot being separated by a roadway and getting people to use an intersection that is 100 feet away will be difficult, and he would like to see the access corrected now while there is nothing there and they have the opportunity to solve it.

Ms. Amorose Grooms said that she too is excited about this project and seeing the Bridge Street Corridor start to develop. She thought the theater exits should be relocated to the front and make the sides emergency-only exits, making the front exit into the courtyard with easier access to get to the parking areas.

Ms. Amorose Grooms said she is concerned about only putting in six-foot side walks through these areas that are expected to be as busy as we hope. She said she did not know why we wouldn't want to put in a wider sidewalk where two people could walk together. She stated that it would be a huge mistake to make the sidewalks that narrow and would be more inclined to eliminate some of the other streetscape elements to get a bigger sidewalk.

Ms. Amorose Grooms said she is concerned that they are not providing any accommodation for bikes, and even though the law says bicyclists can ride in the auto lane, in her opinion that is not "providing for" bikes and she thought the provision for bicyclists needed to be better than that in this area.

Ms. Amorose Grooms called for a short break at 8:27 pm.

Ms. Amorose Grooms resumed the meeting at 8:31 pm.

Steve Simonetti, Edwards Communities, said they have been meeting with the theater even though it is outside of their 8-acre site. He reported that the theater is going from 3500 seats to 1500. He added that the theater has a contractual obligation for a certain number of parking spaces and they have contemplated and located the parking within an area relative to the theater and those factors have driven their site layout and parking.

Mr. Simonetti said that, with respect to the Edwards project, he said they exceed the Code-required parking because they know that if they can't provide adequate parking spaces for their tenants then the tenants will rent somewhere else. He agreed that it would be ideal if they could take the full 60 acres and master plan it all up front, including block layout and open space, but it is their belief that if they can come in and put in 324 apartment units (with roughly 70 percent one bedroom and the rest two bedroom units), there will be less than 500 people; however, if they can get 400-500 people in this area, then that is the catalyst that causes the rest of the development to occur throughout the center.

Mr. Simonetti said they are working with the Stavroffs and they are listening to their needs for their complex with an apartment perspective while they work with them to accommodate what they think they are going need for the rest of the development.

Ms. Amorose Groomes said they will move their discussion to architecture.

Mr. Budde said this is a fantastic project based on what they have seen so far, however, he said he is not in favor of vinyl siding. He said his experience with one bedroom apartments is that they turn over rapidly, and it is not always that the tenant leaves, but that they often fail to pay rent. He said that he knows that single people with single incomes are faced with a more challenging financial situation, and with 70 percent of this project being one bedroom units, this concerns him from his experience.

Jennifer Readler said there are certain things the developer has to decide upon, such as number of bedrooms and payment of rent, and the Commission should not go into a review of that part of the application.

Ms. Newell said she likes this project and the renderings are lovely. She commented that the drawings in the back half of the packet include lovely renderings, and she heard a great presentation about the texture of materials. She noted that the applicant talked about how they were planning to change the materials across the facades, and yet she looked at the north building façade that appears very flat in the elevations that is in the packet. She asked how are they moving forward, knowing that staff has assured the Commission that they will get the quality and detail they desire.

Ms. Ray noted that the Administrative Review Team raised the same concern about the north elevation. She said that the podium apartment building type does have special detailing requirements for where the parking structure at the street level will be visible. She agreed that there is some concern that the design is not there yet, but they have made the applicant aware of their expectations and they will work with them on it. She said the Code has requirements for multiple different types of primary materials to help break up the façades and get more architectural interest in the elevations, and the applicant has heard and understands the concern.

Ms. Newell said the printed form is the record going forward and not necessarily what is stated at this meeting. She said she is bothered by the printed form, and wondered whether it would be referenced in the future and whether it would clearly convey the desire for quality and detail with respect to the architecture.

Ms. Ray said that concern was specifically documented within the report. She pointed out that as staff as research is done for each project, the reports and minutes from past Commission meetings are often referenced more than the graphics. She said the point is well made that this is all part of the overall record, and the Code requirements still have to be met.

Mr. Jones said this is part of the process, and as the plans move from the general to the specific, they are actually six weeks beyond what was included in the original submittal packet. He stated that they have solved a lot of the concerns, but the three dimensional renderings do the best job of showing some of the steps and surfaces and the massing and articulation that is a part of these buildings. He said that he has a long history of working with this team and this is representative of the projects this team has put together, and that is the strongest qualification and fundamental part of their product offering. He said that if there are things that are missing from the very extensive Code that has been established and they are subject to performing within, that they will bring those back to the Commission for review.

Mr. Simonetti said this is a process where the actual architectural detail is not submitted for review until the Site Plan gets submitted which is 28 days after the Development Plan gets submitted, which typically is after the Basic Plan is approved. He suggested they are ahead of where they might normally be, where the process is for the Commission.

Mr. Fishman said they have talked about no vinyl siding and they deserve in Dublin to get an all-masonry building like in Edwards' downtown development.

Ms. Kramb said that, from what she could tell, the renderings are improving and she likes what has been shown and not necessarily what was in the packet. She said she did not like the use of wrought iron gates along the first level along the east and west elevations and did not see as many in the newer drawings. She said she did not like the first floor treatments with the gates and the fake signage over the gates. She commented that the south elevation did not have a strong central focal point, but thought it might be fixed. She agreed that there should be no use of vinyl siding, and but overall, the architecture will get there.

Mr. Hardt said he shares the concern with the elegance in the renderings being missing from the submitted documents, but the displays presented at this evening's meeting demonstrate that the project is heading in the right direction and in fact look better than what was submitted. He asked about roof pitches of the front to back of the longer roofs, since they did not look to be a 6:12 pitch.

Ms. Ray said that is an element that will be refined as it goes forward, since Mr. Hardt is correct that the Code does have a range of permitted roof pitches.

Mr. Hardt agreed with Ms. Kramb's comments on signage. He said there is something a bit a "Disney-esque" with some portions of the elevation being made to look like a storefront. He said that, given the whole district is conceived to be an active and vibrant work place and play place, he is not in favor of that kind of architectural move; if it is an apartment, then it should look like an apartment.

Mr. Taylor said everyone has hit on his comments, but he wanted to know why they are all afraid of big buildings. He said he is uncomfortable with trying to make this big building look like a series of little buildings. He said he likes the north elevation of this building because it is the only elevation that looks like a building and not a collection of smaller buildings, but he agreed that it can be improved but it doesn't need bits of siding and other materials, and it looks good the way it is with a good concept.

Mr. Taylor said the south elevation is good and symmetrical, very clear and easy to delineate the parts that make it up, and if there is a part of the building that works as a collection of buildings, it is there. He said that on the east and west elevations, that idea falls apart because it's trying to be something like eight different buildings jammed together and he thought it would be better to make it two buildings with a piece in between, or three individual buildings, or one big building. He said he would love to see a simpler building with an overall concept and get away from "Disney-esque." He said the two corners of the buildings are detailed to look like shops, but they are in fact apartments, and should look like apartments and get rid of the signage that makes it look fake.

Mr. Taylor said he thought they should get rid of the siding altogether and make the building all brick and simplify the whole building. He said they need to work on roof pitches and window frames and the windows need to have a profile and be set back from the brick, as required by the Code. He commented on the cornice and trim details shown on the rendering presented this evening. He said there are other ways to create the detail without introducing new materials that are going to cause maintenance issues. He said the railings appear to have with details and a balcony railing with design characters add tons of life to a building. He said that with buildings like this in a district like this, you experience the building at different levels and cannot let the detailing fall down in any part. He said it has to be richer as they approach the building, so elements such as the type of brick, window frames, railings, cornices and materials are vitally important.

Ms. Amorose Groomes said she finds it an attractive building and wanted to make sure the bar is set very high with this project. She said that this takes a tremendous amount of faith on the part of the Commission, far more than she is comfortable with, but it is the charge that has been set before the Commission, and the product better be good or this Commission will request Code changes. She stated that this is their chance to get it right, or they will do things differently in the future.

Ms. Amorose Groomes stated that she would move on to the recommendations, if the Commission had no further comments at this time. She referred to the Development Plan Waivers and asked if the Commissioners had any concerns with the two requested Waivers for the block dimensions or the shopping corridor.

Ms. Newell said she is okay with the block design that is proposed and is also okay with the street “T-ing” into the building, since she thought the goal was to provide pedestrian-friendly streets, and she thought much of the conversation on this topic was on being car-friendly.

Mr. Taylor agreed with Ms. Newell and said he has no problem with the building size and is only concerned with the lack of a mid-block pedestrianway. He said he rejects the notion that the building looks like it has an inset on both sides and that somehow satisfies the intent of the Code for mid-block pedestrian access. He said he is in favor of the Waiver for block dimensions, but he doesn't agree with the stated reason. He said he thought the building being too big is not a reason for the Waiver.

Mr. Hardt said he agrees with Mr. Taylor, and the comment in the staff report that says that the Waiver request to maximum block size is caused by the proposed building type, and he said he cannot think of a worse reason to ask for a Waiver. He said the whole intent of the Bridge Street Corridor is to create a network of lots and blocks and streets, and then fill those blocks with buildings. He said that the notion that because the building is too big they want to leave the mid-block divisions out is not a good argument. He said he can support this Waiver because of the specific block. He stated that there are two specific characteristics about this lot that are unique; the bend in the road north of the theater, and the slight southward trend of Tuller Parkway. He said that if the mid-block alleys were omitted as development occurs to the west, the subsequent blocks (whether they have mid-block crossings or not) are going to fall into line with the required dimensions. He said that if that weren't the case he wouldn't support the requested Waiver because he was concerned that a precedent would be set that would carry on down to the river. He said that in sum, he does think this specific request meets the threshold of the unique site characteristics and that is why he supports the Waiver.

Ms. Krumb said she had the same comment and the reason for the Waiver.

Ms. Amorose Groomes said she would like to see a terminal vista treatment at the areas where a street might “T” into the Edwards block based on the best information they have on hand at this time.

Ms. Amorose Groomes confirmed that the second portion of the Development Plan Waiver regarding the Placemaking Elements, Shopping Center did not need conversation. The Commission agreed that all were in support for this Development Plan Waiver to not require a shopping corridor as part of this application.

Ms. Amorose Groomes asked if there were any questions or additional conditions to be considered for the Basic Plan Review.

Motion #1 and Vote – Development Plan Waivers

Mr. Taylor made a motion, and Mr. Fishman seconded, to approve the two waivers. The vote was as follows: Ms. Newell, yes; Mr. Budde, yes; Mr. Hardt, yes; Ms. Krumb, yes; Ms. Amorose Groomes, yes; Mr. Fishman, yes; and Mr. Taylor, yes. (Approved 7 – 0.)

Ms. Amorose Groomes reviewed the additional four conditions added by Planning and Zoning Commission:

Motion #2 and Vote – Basic Plan Review for the Development Plan

Mr. Fishman moved, and Mr. Taylor seconded, to approve the Basic Plan Review for the Development Plan with 12 conditions:

- 1) That the applicant coordinate driveway access along John Shields Parkway (Street Segment 1) to direct pedestrian activity, subject to approval by the City Engineer;
- 2) That driveway access points along the neighborhood streets (Street Segments 2 and 3) be coordinated and aligned, subject to approval by the City Engineer;
- 3) That heightened architectural detailing and an open space node be provided at the intersection of Street Segments 1 (John Shields Parkway) and 2 at the southwest corner of Block B;
- 4) That the applicant work with the property owner to reconfigure the proposed open space to provide the required open space “node” at the intersection of Street Segments 1 and 2, with open spaces (pocket plazas or pocket parks) at a minimum of three, if not all four corners of the intersection and provide the minimum required 1.49 acres of open space on-site and/or within 660 ft. of the development site;
- 5) That the applicant submit a demolition plan in addition to a plan for the interim site conditions, including grading, seeding, parking lot reconfiguration, etc. as part of the Development Plan Review;
- 6) That the applicant coordinate the timing of the improvements to Tuller Road with the City Engineer;
- 7) That the applicant provide a phasing plan as part of the Development Plan Review;
- 8) That the applicant provides all necessary public and private infrastructure plans as part of the Development Plan Review;
- 9) That the applicant provide a designated bicycle way and enhanced pedestrian pathways on John Shields Parkway;
- 10) That the applicant provide additional sidewalk width on the eastern north-south street;
- 11) That the applicant work with staff to address concerns regarding theater exits and safe roadway crossings for pedestrians; and
- 12) That the applicant provide greater architectural detailing at the terminal vista of a potential road connection east of the proposed apartment building.

Mr. Hale agreed to the conditions.

The vote was as follows: Mr. Hardt, yes; Mr. Budde, yes; Ms. Newell, yes; Ms. Kramb, yes; Ms. Amorose Groomes, yes; Mr. Taylor, yes; and Mr. Fishman, yes. (Approved 7 – 0.)

Motion #3 and Vote – Site Plan Waiver for Façade Materials

Mr. Taylor moved, and Ms. Newell seconded, to disapprove the Site Plan Waiver for Façade Materials.

The vote was as follows: Mr. Fishman, yes; Ms. Kramb, yes; Mr. Hardt, yes; Mr. Budde, yes; Ms. Amorose Groomes, yes; Ms. Newell, yes; and Mr. Taylor, yes. (Disapproved 7 – 0.)

Motion #4 and Vote – Basic Plan Review for the Site Plan

Mr. Taylor moved, and Mr. Hardt seconded, to approve the Basic Plan Review for the Site Plan with 9 conditions:

- 1) That the ridge lines parallel to the streets be interrupted to meet Code Section 153.062(D)(2)(c);
- 2) That the applicant provide a pedestrian circulation plan demonstrating safe access to the building for residents and visitors;
- 3) That the building’s architecture be modified to provide the appropriate vertical façade divisions (no spans greater than 40 feet), horizontal façade divisions (detailing required within 3 feet of the top of the ground story), and required change in roof plane (changes required every 80 feet) to meet the Podium Apartment Building Type requirement

- 4) That Pocket Park D be redesigned to eliminate the proposed bioretention facility and reconfigure the stormwater management facilities (if needed) to maintain usable, accessible open space area;
- 5) That the applicant provide publicly available bicycle parking facilities within the streetscape and within the pocket parks and plazas for visitors and residents;
- 6) That the applicant provide additional details regarding the parking structure operation and circulation at the Site Plan Review;
- 7) That the surface parking lot plans be modified to provide a street wall consistent with Section 153.065(E) with the landscape treatment required by Sections 153.065(D)(5)(a) and (c);
- 8) That the applicant work with Planning and Engineering to reevaluate the proposed dumpster location in relation to the proposed right-of-way, prior to Site Plan Review; and
- 9) That the applicant work with the City to execute a suitable agreement that provides the full amount of required open space as required by Code as part of a future phase development of the BSC Sawmill Center Neighborhood District.

Mr. Hale agreed to the conditions.

The vote was as follows: Ms. Kramb, yes; Mr. Fishman, yes; Ms. Amorose Groomes, yes; Mr. Budde, yes; Ms. Newell, yes; Mr. Hardt, yes; and Mr. Taylor, yes. (Approved 7 – 0.)

Motion #5 and Vote – Open Space Fee-in-Lieu

Mr. Hardt moved, and Ms. Newell seconded, to disapprove the request for payment of a Fee-in-Lieu of open space land dedication.

The vote was as follows: Mr. Budde, yes; Ms. Kramb, yes; Mr. Fishman, yes; Mr. Taylor, yes; Ms. Amorose Groomes, yes; Ms. Newell, yes; and Mr. Hardt, yes. (Disapproved 7 – 0.)

Pete Edwards, Edwards Communities Development Company, thanked the Commission for the Waiver to the maximum block size, because it was much more important than they realize. He said he understood what was being said about the materials. He said he had been working with Brian Jones for 10 to 15 years and relies a lot on his guidance on architectural design. He added that they would like to build much better building even than the Commission does, but he was concerned that some of the material choices would drive up the development costs so much to the point that the units could not be rented at a marketable rate. He said that one bedroom units are becoming increasingly popular as people want to live alone, and the size of the apartments has also gotten much smaller. He said that his units are upscale, and at the same time, he has found that vinyl is a much better product with using light colors that do not fade or need painted. He said they are learning and they have hired the best people and they will give them all a good product.

2. Community Plan Update 12-046ADM

Administrative Request

Mr. Goodwin said he wanted to give a quick summary of what has changed from the last Commission meeting. He said they had a thorough review at that time and Planning has summarized the changes made since then in the Planning Report. He said that Planning has gone through and done a comprehensive effort at formatting the site and taken the track changes off, so the Commission can see what the Plan is going to look like.

Mr. Goodwin said there are still some tweaks to the formatting that will be done. He said the bulk of the plan is what will be adopted as seen now. He said you can click on different chapters and see the previous track changes in a PDF format. Mr. Goodwin said Planning has placed a lot of images throughout the Plan to help illustrate the points.

ADMINISTRATIVE REVIEW TEAM

RECORD OF DETERMINATION

MAY 2, 2013

The Administrative Review Team made the following determination at this meeting:

2. 13-031BPR – BSC Sawmill Center Neighborhood District – Dublin Village Center – Edwards Apartment Building – Tuller Road and Village Parkway

This is a request for review of a 324-unit podium apartment building to be constructed on an 8.32-acre site on the north side of a new public street in the BSC Sawmill Center Neighborhood District to the northeast of the existing AMC Theater. This Basic Plan Review application is for future Development Plan and Site Plan Review applications and is proposed in accordance with Zoning Code Section 153.066(D).

Property Owner: Whittingham Capital LLC; Stavroff Interests, Ltd.

Applicant: Pete Edwards, Edwards Communities Development Company; represented by Stephen Caplinger, Creative Design + Planning

Planning Contact: Rachel S. Ray, AICP, Planner II at (614) 410-4600

RECOMMENDATION: Basic Plan Review (Development Plan): The Administrative Review Team recommends **approval** to the Planning and Zoning Commission with 8 conditions:

1. That the applicant coordinate driveway access along John Shields Parkway (Street Segment 1) to direct pedestrian activity, subject to approval by the City Engineer;
2. That driveway access points along the neighborhood streets (Street Segments 2 and 3) be coordinated and aligned, subject to approval by the City Engineer;
3. That heightened architectural detailing and an open space node be provided at the intersection of Street Segments 1 (John Shields Parkway) and 2 at the southwest corner of Block B;
4. That the applicant work with the property owner to reconfigure the proposed open space to provide the required open space "node" at the intersection of Street Segments 1 and 2, with open spaces (pocket plazas or pocket parks) at a minimum of three, if not all four corners of the intersection and provide the minimum required 1.49 acres of open space on-site and/or within 660 ft. of the development site;
5. That the applicant submit a demolition plan in addition to a plan for the interim site conditions, including grading, seeding, parking lot reconfiguration, etc. as part of the Development Plan Review;
6. That the applicant coordinate the timing of the improvements to Tuller Road with the City Engineer;

7. That the applicant provide a phasing plan as part of the Development Plan Review; and
8. That the applicant provides all necessary public and private infrastructure plans as part of the Development Plan Review.

RECOMMENDATION: Development Plan Waivers: The Administrative Review Team recommends that the Planning and Zoning Commission consider **approval** of the following:

1. Table 153.060-A, Maximum Block Dimensions, for Block B (Edwards Apartment Building site) to exceed the maximum permitted block length of 500 feet at approximately 658 feet, and exceed the maximum permitted block perimeter of 1,750 feet at approximately 1,987 feet, and allow Block C (AMC Theater site) to exceed the maximum permitted block length of 500 ft. at approximately 658 feet.
2. 153.063(C)(5)(a), Placemaking Elements, Shopping Corridor, to not be required to provide the minimum 600 linear feet of mixed use "shopping corridor" development as part of this Development Plan/Site Plan Review, and instead ensure that the shopping corridor is provided on the blocks south of Street Segment 1 (John Shields Parkway).

RECOMMENDATION: Basic Plan Review (Site Plan Review): The Administrative Review Team recommends **approval** to the Planning and Zoning Commission for the request with 8 conditions:

1. That the ridge lines parallel to the streets be interrupted to meet Code Section 153.062(D)(2)(c);
2. That the applicant provide a pedestrian circulation plan demonstrating safe access to the building for residents and visitors;
3. That the building's architecture be modified to provide the appropriate vertical façade divisions (no spans greater than 40 feet), horizontal façade divisions (detailing required within 3 feet of the top of the ground story), and required change in roof plane (changes required every 80 feet) to meet the Podium Apartment Building Type requirement;
4. That "Pocket Park D" be redesigned to eliminate the proposed detention basin and reconfigure the stormwater management facilities (if needed) to maintain usable, accessible open space area;
5. That the applicant provide publicly available bicycle parking facilities within the streetscape and within the pocket parks and plazas for visitors and residents;
6. That the applicant provide additional details regarding the parking structure operation and circulation at the Site Plan Review;

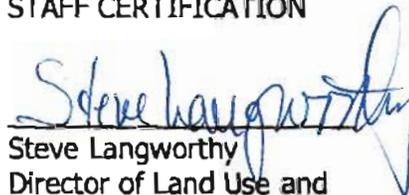
7. That the surface parking lot plans be modified to provide a street wall consistent with Section 153.065(E) with the landscape treatment required by Sections 153.065(D)(5)(a) and (c);
8. That the applicant work with Planning and Engineering to reevaluate the proposed dumpster location in relation to the proposed right-of-way, prior to Site Plan Review.

RECOMMENDATION: Site Plan Waiver: The Administrative Review Team recommends that the Planning and Zoning Commission consider **disapproval** of the Site Plan Waiver for Section 153.062(E)(1), Façade Materials – Permitted Primary Materials.

RECOMMENDATION: Open Space Fee-In-Lieu: The Administrative Review Team recommends that the Planning and Zoning Commission consider **disapproval** the request for payment of a Fee-in-Lieu of open space land dedication.

RESULT: The recommendations and conditions as amended will be forwarded to the Planning and Zoning Commission for determination on May 16th.

STAFF CERTIFICATION


Steve Langworthy
Director of Land Use and
Long Range Planning



**Land Use and Long
Range Planning**

5800 Shier Rings Road
Dublin, Ohio 43016-1236

phone 614.410.4600
fax 614.410.4747

www.dublinohiousa.gov

ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

MAY 2, 2013

Attendees

Steve Langworthy, Director of Land Use and Long Range Planning; Rachel Ray, Planner II; Justin Goodwin, Planner II; Dan Phillabaum, Senior Planner; Claudia Husak, Planner II; Gary Gunderman, Planning Manager; Allan Woo, Fire Chief; Jeff Tyler, Director of Building Standards; Barb Cox, Engineering Manager; Colleen Gilger, Economic Development Manager; Steve Farmer, Police Lieutenant; Fred Hahn, Director of Parks and Open Space; Laura Ball, Landscape Architect; Ray Harpham, Commercial Plans Examiner; Teri Umbarger, BHDP Architects, representing Ohio University; Steve Simonetti, Edwards Communities Development Company; Stephen Caplinger, Creative Design + Planning; Tim Volchko, EMH&T; Kevin McCauley, Stavroff Interests Ltd.; and Flora Rogers, Administrative Assistant.

Steve Langworthy called the meeting to order.

Case Introductions

None

Determinations

1. 13-038MPR – BSC Commercial District – Dublin Plaza – Awesome Skin and Body Care – Sign – 333 West Bridge Street

Rachel Ray stated that the applicant had requested that this case be postponed.

2. 13-031ARB-MPR – BSC Sawmill Center Neighborhood District – Dublin Village Center – Edwards Apartment Building – Tuller Road and Village Parkway

Steve Langworthy said this is a request for review of a 324-unit podium apartment building to be constructed on an 8.32-acre site on the north side of a new public street in the BSC Sawmill Center Neighborhood District to the northeast of the existing AMC Theater. He said this Basic Plan Review application is for future Development Plan and Site Plan Review applications and is proposed in accordance with Zoning Code Section 153.066(D). He noted that the Administrative Review Team was asked to make a recommendation to the Planning and Zoning Commission on this application at today's meeting.

Rachel Ray said there are no new plans to review at this meeting, so she would provide an overview of what had been addressed in the Planning Report. She noted that the report outlines the review process, addresses the comments raised by the ART members, and includes a detailed Code analysis. She explained that the detailed Code analysis was provided for the applicant's benefit, given their expedited project timeline, in anticipation of what information would be needed for future application reviews. She stated that this level of detail was greater than what might typically be expected with future applications for Basic Plan Review.

Ms. Ray said she would begin by identifying the higher-level issues requiring specific discussion by the ART. She noted that Planning had noted the proposed block layout as exceeding the maximum block dimensions permitted by the Code for two of the new blocks proposed, and that the applicant is requesting to provide open space a small portion of the required open space on site and is requesting to pay a fee in lieu of open space dedication for the remainder, which requires Planning and Zoning Commission approval. She stated that the overall street network is generally consistent with the conceptual network shown in the Code, with the exception of the two blocks that exceed the maximum permitted block lengths, and the maximum permitted block perimeter for the proposed Edwards development site. She said however that Planning was recommending approval of the Development Plan Waivers requested for these block dimensions because of the configuration of the proposed podium parking building.

Ms. Ray said that in addition to the block layout and open space, which would receive further discussion in a moment, Planning had some concerns with the architecture of the podium-style apartment building design. She explained that the parking structure being on the ground floor has the potential to deactivate the streetscape, and therefore a higher level of architectural detail, landscaping elements, and high quality building materials would be required to minimize the overall mass of the building and enhance the streetscape. She said this was a detail that would be examined further at the Site Plan Review, but she wanted to make note of this point at this stage in the process for the applicant's reference.

Ms. Ray stated that she would move on to the specific comments raised by Engineering.

Barb Cox stated that as this project moves forward, Engineering will continue to review the public improvements and their impact on the development. She said that Engineering and the applicant have scheduled weekly meetings to continue to work to refine the necessary infrastructure improvements for this site.

Ms. Ray said the ART report outlines the recommendations and had included the Engineering memo detailing the review of the drawings as submitted. Ms. Cox said they are moving through the Development Plan street network northeast of the theater building and have some concern with some of the intersections shown, including the intersection of Tuller Road with the new John Shields Parkway, and the intersection of that street with the new street proposed in front of the theater.

Ms. Ray presented the slide showing the proposed Edwards site plan. Ms. Cox noted that the dumpster is currently shown in the right-of-way for the new north/south street on the west side of the Edwards development.

Ms. Ray asked if there were alternative locations for the dumpster.

Stephen Caplinger, Creative Design + Planning, said this was the original location of the dumpster, designed to coordinate with the design of the building. He explained that the compactor and roll off container are shown near the maintenance office.

Ms. Cox said they could look at the easements and right-of-way lines, but encroachment into the right-of-way would require City Council approval. She said she was also concerned about sight triangles at the corner.

Mr. Langworthy asked if this particular issue could be resolved with the Site Plan Review. Ms. Ray said that it could. Ms. Cox noted that the condition of approval be reworded requiring the applicant to work with staff on the dumpster location.

Mr. Caplinger referenced the condition in the report to the Development Plan Review regarding the future improvements to Tuller Road. He said that they would like to go ahead in install all of the on-street parking now for use by the residents, rather than waiting until Tuller Road is completely redone.

Ms. Cox said that there was some concern with piecemeal improvements to Tuller Road, from driver predictability to the implications for the actual street section, but this topic could also be discussed further as the Development Plan application and Preliminary/Final Plat applications proceed.

Ms. Ray asked if the condition concerning the improvements to Tuller Road should be eliminated or reworded.

Ms. Cox suggested that the condition be reworded to reflect that the timing of the Tuller Road improvements should be coordinated with staff.

Ms. Ray asked that Parks and Open Space address the request for Open Space Fees-In-Lieu.

Fred Hahn said there was a lot of effort that went into developing the open space Code regulations, and it is important for this development to have public gathering spaces as amenities for the residents. He said that in addition to the open space serving as an amenity, it was important that land be dedicated with development as it occurs in order to achieve the open space network desired as a key component of the Bridge Street District plans.

Mr. Caplinger said he believed they were meeting the open space and gathering space needs of their tenants through the provision of the private courtyards.

Mr. Hahn stated that the Sawmill Center Neighborhood District is intended to be a public place and needs to have useable space that meets the spirit of the Code. Mr. Hahn said the Code does allow for off-site open space, so that was an alternative that could be explored.

Steve Simonetti, Edwards Communities Development Company, said they have 1.6 acres of private space and 1.4 acres of proposed public open space, which is about 3 acres on an 8 acre site, which equates to approximately 40 percent of private and public open space, which is a lot of open space for a project of this size.

Ms. Ray stated that the Code does not require the applicant to provide private open space, and the Code requires high quality urban open spaces that serve as "oases" and amenities in an urban environment, and they need to uphold that objective.

Jeff Tyler said the 40 percent is a choice based on their design with the large block sizes and the podium parking configuration.

Mr. Hahn stated that in addition to providing the required open space, the open space would

need to be designed to be usable, and not taken up by significant stormwater facilities, as was shown with Pocket Park D. He said that stormwater could be integrated if designed as an amenity such as a rain garden, but should not take up the entire space with a detention basin.

Mr. Caplinger said page 13 item #3 pocket park was mislabeled should be identified as "D". Ms. Ray confirmed and noted that the condition referencing this pocket park would be amended.

Ms. Ray asked Mr. Tyler to comment on behalf of Building Standards

Mr. Tyler said the building's architectural treatment on the north elevation on Tuller Road looks like the "back door" to the project and needs to have a similar architectural character in terms of materials and details. He suggested the use of additional shutters and variety of materials to help break up the building's mass.

Mr. Caplinger acknowledged Mr. Tyler's concern and stated that they planned to come back with additional building design details. He said they are working on the selection of the specific brick specifications, potentially using a brick with 3 colors, different color awnings, and roof materials with color variations to ensure that the building appears to look like smaller buildings.

Mr. Tyler said the ART talked about bicycle parking and the alternative based on LEED requirements.

Ms. Ray said the Code allows the reduction of bicycle parking, although the applicant would be required to demonstrate the actual anticipated bicycle parking need, as well as to provide some bicycle parking spaces near the public entrances to the site and within the open space areas.

Mr. Caplinger said they could comply with the LEED standards for bicycle parking, but were not going to apply to be LEED certified, although they were planning to use a variety of development strategies that are consistent with LEED certification standards.

Ms. Ray said the request to use vinyl siding would require a Site Plan Waiver. She explained that the Code requires certain materials including brick, stone, glass, and fiber cement siding to be used for at least 80 percent of the façade, and the remaining 20 percent could include other materials, including high quality synthetic materials with demonstrated successful local applications. She stated that vinyl siding was not considered to be an acceptable material either as a permitted primary or secondary building material.

Mr. Caplinger thought they could get the vinyl use down below 20 percent and showed an example of the vinyl product Edwards uses on all their projects.

Mr. Ray said they need to provide documentation of successful installation and long-term maintenance to meet the criteria before its use could be considered.

Chief Woo asked if the proposed balconies shown on the elevations were planned to be functional. Mr. Caplinger said that most of them shown were intended to be usable.

Chief Woo said balconies shown against vinyl siding causes a concern for Fire, especially with the type of 13R sprinkler system proposed, being only a life safety system. He said the balconies with vinyl siding would become combustible areas. He said that other Fire comments

included that the setup zones should be established based on the size of the buildings and the type of systems being used, and he informed the applicant of the maintenance concerns he had with the 13R system, from installation and throughout the life of the project.

Mr. Simonetti said there was a detailed analysis completed and there will be strict rules prohibiting the use of grills or other devices on balconies.

Ms. Ray asked Mr. Farmer to provide Police's comments.

Steve Farmer said Police would like to note the potential security issues for the podium parking garage and the need for lighting and safety for the areas, since this area is currently experiencing a criminal element with property crimes.

Mr. Caplinger said there will be keycard access to door openings and the driveways into the parking areas.

Lt. Farmer said the parking areas need 24 hour lighting for safety.

Mr. Caplinger said the street lights will be standard.

Ms. Ray asked Ms. Gilger to provide Economic Development comments.

Colleen Gilger said they were supportive of the proposal, particularly with the projected demographics being empty nesters and young professionals desiring one and two bedroom housing options, since impact on the school district would be minimal.

Mr. Simonetti said the project is 70 percent one bedroom.

Ms. Ray reviewed the conditions and the next steps for Development Plan Waivers and Site Plan Waivers and the request for payment of fees in lieu of open space land dedication.

Mr. Langworthy said the applicants need to be prepared to make the case for these requests as part of the review by the Planning and Zoning Commission, noting that this is the first project to be reviewed under the Bridge Street District standards for Basic Plan Review, and as such, the project will be held to the Code.

Mr. Caplinger asked if it would be possible to schedule a meeting with Parks and Open Space to review the options for resolving the Open Space Fee-in-Lieu issue.

Kevin McCauley, Stavroff Interests, Ltd., stated that he thought the overall development could provide the appropriate amount of open space necessary for this development and other new development to the south, but it simply has not yet been designed, and that needs to be discussed.

Mr. Langworthy said the ART could consider the master plan for the entire area. Mr. Hahn agreed and encouraged the applicant to look at the areas immediately to the south of this site.

Mr. Simonetti said they are willing to provide an open space bank for the overall development master plan to fund the public spaces.

Mr. Hahn said he is open to ideas to resolve the issue of open space.

Ms. Ray agreed to arrange a meeting to discuss the issue of open space code requirements.

Ms. Ray showed the following slides to review each of the recommendations with their conditions (amended conditions in **bold**):

1. The Administrative Review Team recommends **approval** to the Planning and Zoning Commission for the request for Basic Plan Review (Development Plan) with 8 conditions:
 - a. That the applicant coordinate driveway access along John Shields Parkway (Street Segment 1) to direct pedestrian activity, subject to approval by the City Engineer;
 - b. That driveway access points along the neighborhood streets (Street Segments 2 and 3) be coordinated and aligned, subject to approval by the City Engineer;
 - c. That heightened architectural detailing and an open space node be provided at the intersection of Street Segments 1 (John Shields Parkway) and 2 at the southwest corner of Block B;
 - d. That the applicant work with the property owner to reconfigure the proposed open space to provide the required open space "node" at the intersection of Street Segments 1 and 2, with open spaces (pocket plazas or pocket parks) at a minimum of three, if not all four corners of the intersection and provide the minimum required 1.49 acres of open space on-site and/or within 660 ft. of the development site;
 - e. That the applicant submit a demolition plan in addition to a plan for the interim site conditions, including grading, seeding, parking lot reconfiguration, etc. as part of the Development Plan Review;
 - f. **That the applicant coordinate the timing of the improvements to Tuller Road with the City Engineer;**
 - g. That the applicant provide a phasing plan as part of the Development Plan Review; and
 - h. That the applicant provides all necessary public and private infrastructure plans as part of the Development Plan Review.

2. The Administrative Review Team recommends that the Planning and Zoning Commission consider **approval** of the following Development Plan Waivers:
 - a. Table 153.060-A, Maximum Block Dimensions, for Block B (Edwards Apartment Building site) to exceed the maximum permitted block length of 500 feet at approximately 658 feet, and exceed the maximum permitted block perimeter of 1,750 feet at approximately 1,987 feet, and allow Block C (AMC Theater site) to exceed the maximum permitted block length of 500 ft. at approximately 658 feet.
 - b. 153.063(C)(5)(a), Placemaking Elements, Shopping Corridor, to not be required to provide the minimum 600 linear feet of mixed use "shopping corridor" development as part of this Development Plan/Site Plan Review, and instead ensure that the shopping corridor is provided on the blocks south of Street Segment 1 (John Shields Parkway).

3. The Administrative Review Team recommends **approval** to the Planning and Zoning Commission for the request for Basic Plan Review (Site Plan Review) with 8 conditions:
 - a. That the ridge lines parallel to the streets be interrupted to meet Code Section 153.062(D)(2)(c);
 - b. That the applicant provide a pedestrian circulation plan demonstrating safe access to the building for residents and visitors;
 - c. That the building's architecture be modified to provide the appropriate vertical façade divisions (no spans greater than 40 feet), horizontal façade divisions (detailing required within 3 feet of the top of the ground story), and required change in roof plane (changes required every 80 feet) to meet the Podium Apartment Building Type requirement;
 - d. That "Pocket Park **D**" be redesigned to eliminate the proposed detention basin and reconfigure the stormwater management facilities (if needed) to maintain usable, accessible open space area;
 - e. That the applicant provide publicly available bicycle parking facilities within the streetscape and within the pocket parks and plazas for visitors and residents;
 - f. That the applicant provide additional details regarding the parking structure operation and circulation at the Site Plan Review;
 - g. That the surface parking lot plans be modified to provide a street wall consistent with Section 153.065(E) with the landscape treatment required by Sections 153.065(D)(5)(a) and (c);
 - h. **That the applicant work with Planning and Engineering to reevaluate the proposed dumpster location in relation to the proposed right-of-way, prior to Site Plan Review.**
4. The Administrative Review Team recommends that the Planning and Zoning Commission consider **disapproval** of the Site Plan Waiver for Section 153.062(E)(1), Façade Materials – Permitted Primary Materials.
5. The Administrative Review Team recommends that the Planning and Zoning Commission consider **disapproval** the request for payment of a Fee-in-Lieu of open space land dedication.

Mr. Langworthy asked if the Administrative Review Team members had any further questions or concerns regarding this proposal. [There were none.] He confirmed the Administrative Review Team's agreement of the recommendations and the conditions as amended and that the recommendations will be forwarded to the Planning and Zoning Commission on May 16th.

Case Review

3. **13-036WID-DP – ID-1 – Ohio University Heritage College of Medicine – Site & Architectural Modifications – 7001, 7003 Post Road**

the character of the area and will review the plan with the applicant, but wanted to take the lowest tree waiver request to City Council as possible.

Bryon Sutherly said they will put together the documentation to make the request for waiver clear to City Council.

Mr. Goodwin said this application would be back before the ART for a determination on or before May 16th.

Mr. Harpham said they will be reviewed through "E-Plan" and would have a 21-day review process.

Determinations

4. 13-032MPR – BSC Commercial District – Shoppes at River Ridge – White Dress Co. – Signs – 4455 West Dublin-Granville Road

Rachel Ray said this is a request to install an 18-square-foot wall sign and a 4-square-foot projecting sign for an existing retail facility in the Shoppes at River Ridge shopping center located at the southeast corner of the intersection of West Dublin-Granville Road and Dale Drive. This Minor Project Review application is proposed in accordance with Zoning Code Section 153.066(G).

Ms. Ray said they are recommending approval of this Minor Project Review application with the following conditions:

1. That the wall sign be proportionally reduced in size to maximum of 15 square feet, subject to Planning approval; and
2. That the wall sign be centered over the tenant's main entrance to ensure that the sign is appropriately balanced on the building's façade.

Steve Moore, Moore Signs, stated that the tenant space is actually 32 feet wide, instead of 30 feet wide, allowing up to 16 square feet. He asked if the first condition could be amended.

Ms. Ray said it could, but Planning would need documentation of the actual width of the tenant space at sign permitting. She said approval is recommended with the following amended conditions:

1. That the wall sign be proportionally reduced in size to maximum of 16 square feet, subject to Planning approval; and
2. That the wall sign be centered over the tenant's main entrance to ensure that the sign is appropriately balanced on the building's façade.

Mr. Langworthy asked if the Administrative Review Team members had any further questions or concerns regarding this proposal. [There were none.] He confirmed the Administrative Review Team's approval of this application with two conditions.

Case Review

5. 13-031ARB-MPR – BSC Sawmill Center Neighborhood District – Dublin Village Center – Edwards Apartment Building – Tuller Road and Village Parkway

Ms. Ray reiterated that the ART determination and recommendation to the Planning and Zoning Commission on this application was targeted for the May 2nd ART meeting.

Brian Griffith distributed revised plans to the group. He said the additions have been updated and the elevations have been refined, the south phase and project description is updated with the new street.

Ms. Ray distributed a detailed Code analysis of the project and stated that these would be discussed in greater detail at the General Staff Review meeting scheduled for next.

Ms. Ray reiterated that this application is scheduled for Planning and Zoning Commission review on May 16th.

Administrative

Mr. Langworthy asked Ms. Ray to provide a brief update regarding potential upcoming applications. Mr. Langworthy asked if there were any changes to the April 18, 2013 meeting minutes. Mr. Langworthy clarified for the Jeni's Sign the calculation for the projecting sign is 6-square-foot and the minutes need to reflect the correct square footage. Mr. Langworthy accepted the minutes into the record as amended.

Mr. Langworthy confirmed there were no further items of discussion and adjourned the meeting.

existing brick sidewalk, subject to approval by Engineering.

Ms. Rauch said there will be two tables with chairs within the right-of-way. She said that she checked with Aaron Stanford, Civil Engineer, who confirmed that because these tables and chairs are temporary in nature that there will not be a need for City Council review of a Request for Right-of-Way Encroachment.

Steve Langworthy said there is a potential issue over time to keep the tables and chairs pulled off the sidewalk. Anthony Zinder, representing the applicant, said they will keep them within the designated area.

Gary Gunderman confirmed that there were no further comments.

The Administrative Review Team recommends that the Architectural Review Board consider **approval** with two conditions:

1. The applicant work with Planning to provide and appropriately locate a trash receptacle.
2. The applicant uses the matching brick detail for the proposed area to coordinate with the existing brick sidewalk, subject to approval by Engineering.

Mr. Gunderman stated that this application would be reviewed by the Architectural Review Board at their next scheduled meeting on Wednesday, April 24, 2013.

Case Review

4. 13-031ARB-MPR – BSC Sawmill Center Neighborhood District – Dublin Village Center – Edwards Apartment Building – Tuller Road and Village Parkway

Steve Langworthy explained that staff members met with the applicants earlier in the week to review the vehicular access on the west side of the building. He said that the applicant brought three options for consideration, of which they wanted to ask the ART if they would agree that a 60-foot right-of-way on the west side with parallel parking would be a viable option, in lieu of a 65-foot right-of-way. He said normally 65 feet would be required to provide adequate pedestrian and planting facilities on both sides of the street, but because the development is one-sided at this time, the applicant would like feedback regarding whether 60 feet would be adequate at this time. He said that with this option, they would eliminate the need for a Waiver request for block size based on the east/west dimensions of the proposed block. He noted that the applicant is asking for a decision prior to revisions for the Planning and Zoning Commission review.

Barb Cox added that she was continuing to work with the applicant's engineering team on stormwater calculations and management strategies.

Stephen Caplinger, Creative Design + Planning, said he brought a new version of the plans with new renderings, stating the front shows a three-story building and the detail is more refined showing more brick. He said the project description is updated with more accurate parking numbers including the new on-street parking. He stated that the plans are showing a stormwater detention basin in the open space to the west of the building that was also intended to serve as an amenity. He said when they re-submit improved renderings will show the new

60 foot street as recommended by the Administrative Review Team.

Mr. Caplinger said the engineering plan included today read better with architecture and existing sewer lines, by pulling the building back from the sewer lines they were able to avoid any disruption and all other sewer lines will remain the same.

Mr. Caplinger said they are actively working on elevation drawings and material boards and will have them available for the May 2 meeting.

Ms. Ray reiterated that the ART determination and recommendation to the Planning and Zoning Commission on this application was targeted for the May 2 ART meeting. She requested that the architectural elevations be labeled with percentages of each material used on each elevation, and noted that any use of materials such as vinyl or other materials not permitted by the Code would require approval of a Site Plan Waiver from the Commission.

Jeff Tyler asked if vinyl was permitted in the Code. Ms. Ray stated that the Code permitted "other high quality synthetic materials...with examples of successful high quality installations," and the applicant would need to provide this documentation for any material other than the permitted primary materials such as brick, glass, or stone.

Ms. Cox said they met Monday to discuss the roadway network. She said Dublin Center Drive will be straightened out and there will be two new streets on each side of the proposed building. She noted that there will be some grading challenges on the theater site and how it interacts with the street intersections. She said that weekly meeting have been scheduled with the engineering team to talk about the roadway and work with EMH&T after the survey work is complete. She didn't know if the changes in the street layouts will cause them to lose parking.

Mr. Langworthy said the deadline for the plats to go to City Council is July 1st before their summer hiatus.

Ms. Ray said they are working on the overall schedule for the project and will circulate the schedule once finalized.

Mr. Langworthy said he wanted to verify that the 60 foot roadway on the west side was appropriate with the Administrative Review Team. [The ART members agreed.]

Alan Perkins said the new layout with the 60-foot right-of way and streets with parallel parking were better for the Fire Department to better access the building in the event of an emergency.

Mr. Caplinger said they will revise the plans accordingly and send a digital update as soon as possible for the team's review.

Ms. Cox confirmed with the applicant that she would work directly with Tim Volchko, EMH&T, on the stormwater management.

John DeJarnette asked what kind of security will be provided for the court yards. Mr. Caplinger said the access is limited to card holders/residents for the entrances and the parking garage. He said that during the day there will be an arm barrier and at night there will most likely be a gate.

Ms. Cox pointed out that they would need to determine at some point soon the best way to handle addresses for the building and the residential units. She said that given the number of units, it would not be practical to assign each unit its own address, so they would need to coordinate the addresses through the Police Department.

Ms. Ray asked Mr. Perkins if he had any comments relating to fire access at this time.

Alan Perkins said they will need to see the construction drawings to determine the use of fire protection within the building zones and access zones. He said the street widths are helpful and he would need to see the location of the fire hydrants and determine possible set up locations, but most likely the trucks will set up on the corners and the mid-points of the building, but with the drive aisles they will be able to get close to the building with the ladder truck and only needed 16 feet, but at this point there are no issues with the preliminary site review.

Mr. Tyler said they need to talk about the interior and the use of gas piping. Mr. Caplinger said they were not planning to use gas at this time.

Ms. Cox asked if the water line at 8 inches along John Shields Drive will be sufficient for the Fire Department and possibly reducing the line size to 6 inches on the east side of the building would be acceptable. Mr. Perkins said he would need to see the mechanical plans and indicate the hydrant locations and the water access provided inside the building.

Ms. Ray said the next review meeting will be Thursday, April 25. She said she would work with Planning to conduct a complete review of the plans for compliance with the Code to determine any possible waivers or other issues requiring discussion before the determination targeted for May 2nd.

Ms. Ray confirmed the application was received on April 11th and was posted to the website. There will be a General Staff meeting for this application after the ART meeting next Thursday, April 25, 2013.

Administrative

Mr. Gunderman asked Ms. Ray to provide a brief update regarding potential upcoming applications. Mr. Gunderman asked if there were any changes to the April 11, 2013 meeting minutes [there were none]. Mr. Gunderman accepted the minutes into the record as presented.

Mr. Gunderman confirmed there were no further items of discussion and adjourned the meeting.

restaurant located at the southeast corner of the intersection of South High Street and Spring Hill. She said this Minor Project Review application is proposed in accordance with Zoning Code Section 153.066(G). She said the Administrative Review Team would make a recommendation to the Architectural Review Board at the next meeting on April 18.

Ms. Rauch said this is a multi-tenant building with an existing 36-inch landscaped planting bed that will be removed and replaced with brick pavers that will match the brick used for the existing brick sidewalk. She said there will be two tables with chairs within the right-of-way. She said that she checked with Aaron Stanford, Civil Engineer, who confirmed that because these tables and chairs are temporary in nature that there will not be a need for City Council review of a Request for Right-of-Way Encroachment.

Jeff Tyler noted that the existing landscape bed is not well maintained.

Fred Hahn asked if there would be any trash cans associated with the patio seating. Ms. Rauch said she would check to see if there are trash receptacles in the area, or if they would only be available inside the building.

Gary Gunderman confirmed that there were no further comments.

3. 13-031ARB-MPR – BSC Sawmill Center Neighborhood District – Dublin Village Center – Edwards Apartment Building – Tuller Road and Village Parkway

Rachel Ray introduced this request for review of a 324-unit podium apartment building on a 8.32-acre site to be constructed on the north side of a new public street in the BSC Sawmill Center Neighborhood District to the northeast of the existing AMC Theater. She said this Basic Plan Review application is proposed in accordance with Zoning Code Section 153.066(D). She explained that this Basic Plan Review application was for future Development Plan and Site Plan applications for this proposal.

Ms. Ray explained that the Basic Plan Review is for part of the first phase of the overall Dublin Village Center redevelopment. She said that since the development is greater than five acres with new streets and infrastructure proposed, the applicant is required to first file a Basic Plan Review application, which requires review by the Planning and Zoning Commission. She said at this time, the applicants are targeting the Planning and Zoning Commission review on May 16.

Ms. Ray said this building will have podium parking on the 1st level and be constructed at 2 to 3 stories on top of the first floor parking. She described the new public street proposed to the south of the apartment building and the new street and vehicular access drives on either side of the project.

Stephen Caplinger, Creative Design + Planning, representing the applicant, said they have been working on this proposal for a couple of months, and had been meeting with the City to discuss the project's components. He distributed the application materials to the Administrative Review Team members and went through and described each page of the submittal package. He said there will be 100 two bedroom apartments and 220 one bedroom units. He said Edwards was only purchasing and developing this 8.32-acre site.

Mr. Caplinger said the building will be located close to the street and adhering to the Bridge Street District street sections and setbacks. He said they are requesting a waiver for the block

length, addressing the length issue with a break in the middle of the building with pocket parks and with park-like features in front of the building.

Jeff Tyler asked if the connector piece of the building is planned to be constructed with different building materials. Mr. Caplinger indicated it would be designed to look like a series of different buildings.

Ms. Ray said that Planning had discussed the block length Waivers with the applicant, and that they were generally supportive of the Waiver to the north/south block length given the building's dimensions resulting from the podium parking element. She said a second Waiver would be required for the block width, if a street was not provided on the west side of the apartment building, as currently shown, and the City was not supportive of that Waiver. She said however that the City was willing to work with the applicant on the design and character of that street to see how the applicant's objectives for private parking could be achieved on that side of the development.

Mr. Caplinger said there will be one single layer of parking on the first floor and the center court yard is a green roof with parking below. He said there will be court yards interior to the building to the north and south of the green roof element that go all the way down to grade.

Colleen Gilger asked if there were residences at grade level along the new public street on the south side of the building, or if they were planning to provide retail uses.

Mr. Caplinger said the building heights along the south side of the building are designed to potentially accommodate retail in the future, but the market will not support commercial uses at this time, so there are a few residential units at ground level on the south side of the building. He said that the clubhouse, administrative offices, fitness facilities, mail room, etc. are located along the public street frontage, which would help activate that streetscape.

Mr. Caplinger described the proposed open spaces shown on the plans. He said that based on the number of dwelling units, a total of 1.49 acres of open space were required, and the proposal was about .6-acre short of the requirement. He said the applicant planned to request a fee in lieu of providing that remaining open space, but would like to use those funds to make additional enhancements to the existing green spaces within the site. He said the court yards are not included within their open space calculations and will not be open to the public.

Mr. Caplinger said their parking ratio is at 1.7 spaces per unit including the on-street parking, so without the on-street parking included in the calculation, the proposal is about 1.5 spaces per unit.

Mr. Caplinger said they are enhancing the front entrance with urban landscape treatments, providing details of the pocket parks which are heavily landscaped.

Mr. Caplinger said having the residential units at grade will give a nice streetscape appearance. He said the trash will be deposited into trash shoots located on each floor and will be collected at the ground level by maintenance to the trash compactors.

Tim Volchko, EMH&T, went over the engineering plans that included the street, utility, site layout and grading plans.

Mr. Caplinger described the proposed building character and building access, which includes four stairwells and access halls on each side of the building, and one main entrance on the south side of the building. He said the buildings will be card access only.

Mr. Tyler said since there are no doors proposed for the Tuller Road side of the building that they would need significant landscaping and architectural treatments there to avoid the north side of the building just looking like the back of the building. Mr. Caplinger said that was their intent, and they would provide better detailed elevations with the next submittal.

Mr. Caplinger said all units have exterior balconies and all will have a residential character. He said the roof plan will include all of the air conditioning units within roof wells and will be screened with walls and will be hidden from the street.

Ms. Ray asked if the building is mostly brick and glass materials. Mr. Caplinger said there will be a small portion of high quality vinyl siding. Ms. Ray asked that the applicant calculate how much vinyl is proposed as a percentage of the building materials to be used.

Ray Harpham said the parking layout indicated a few dead ends and asked how they would handle someone getting to the end with no available spaces, and how maneuverability would work. Mr. Caplinger said the parking will be assigned, there will be a fee to have parking within the garage and a fee for an assigned or reserved space.

Ms. Ray thanked the applicant for the overview of the plans. She said that because this is the first Basic Plan Review, she wanted to make sure that the ART members understood the process and what they were being asked to review. She asked that the ART identify the "make or break" issues, any potential Waivers to certain Code requirements, and to identify any other inconsistencies with the code. She said after the May 16th Planning Commission meeting, the Commission will be asked to approve the Basic Plan application, and following the Commission's decision, the next step is the Development Plan, and later the Site Plan Reviews, which are administrative reviews at that stage. She noted that the ART will have the opportunity to review this application at the next two meetings prior to being forwarded to the Planning and Zoning Commission, with a recommendation planned for the May 2nd ART meeting.

Ms. Ray asked the applicant to provide an update to their project timeline. Mr. Caplinger said they are hoping to start leasing units by March 2014 and would need to be under construction by this August 2013.

Ms. Ray said they are working with the applicant on the schedule and would soon be bringing forward the plats for the new roadways.

Mr. Tyler asked if this was a LEED project. Mr. Caplinger said they do not pursue LEED certification but they incorporate many LEED requirements such as green roof, redevelopment of an existing site, recycling, bicycle parking, water quality standards and neighborhood connectivity.

Barb Cox asked what part of the existing buildings will be demolished. Mr. Caplinger indicated the portion of the building on the aerial and said the demolition will be initiated very soon.

Mr. Tyler said Building will review the demo permit. He said he would like to consider how the ART will participate in the review process for the demolition.

Ms. Cox said they will be going through the platting process for the roadway and will be considering police and fire access with the plat.

Mr. Goodwin said there are fire access requirements with dedicated access to the building.

Alan Perkins said they will require a certain width for access and will work with the applicant to satisfy the requirements.

Gary Gunderman asked if there were any further questions at this time. [There were none.] He thanked the applicant.

Case Determination

4. 13-026WID-DP – West Innovation District ID-3 – AEP Substation – 7723 Plain City-Dublin Road (SR 161)

Justin Goodwin said this case was introduced last week and that this is a request for the development of a new electrical substation for electrical transmission and distribution on an approximately 4.8-acre site. He said the site is adjacent to City of Dublin land along Houchard Road and SR 161 in the West Innovation District. He said this Development Plan Review application is proposed in accordance with Zoning Code Section 153.042(D).

Mr. Goodwin said this AEP Substation development has requirements as part of a purchase agreement with the City dealing with landscaping and fence location. He said the report outlines comments from staff and that our Law Director has determined that the purchase agreement is flexible enough to accommodate the landscaping site restraints. He said the clarifications and changes to the plan will be dealt with during the permitting process, as well as easements.

Andrew Schall, EMH&T, asked who would take the lead on the documents for the easements.

Barb Cox said that EMH&T would start with definitions of AEP rights and obligations, legal descriptions, and surveys. She confirmed that the Law Director would assist with the easement language.

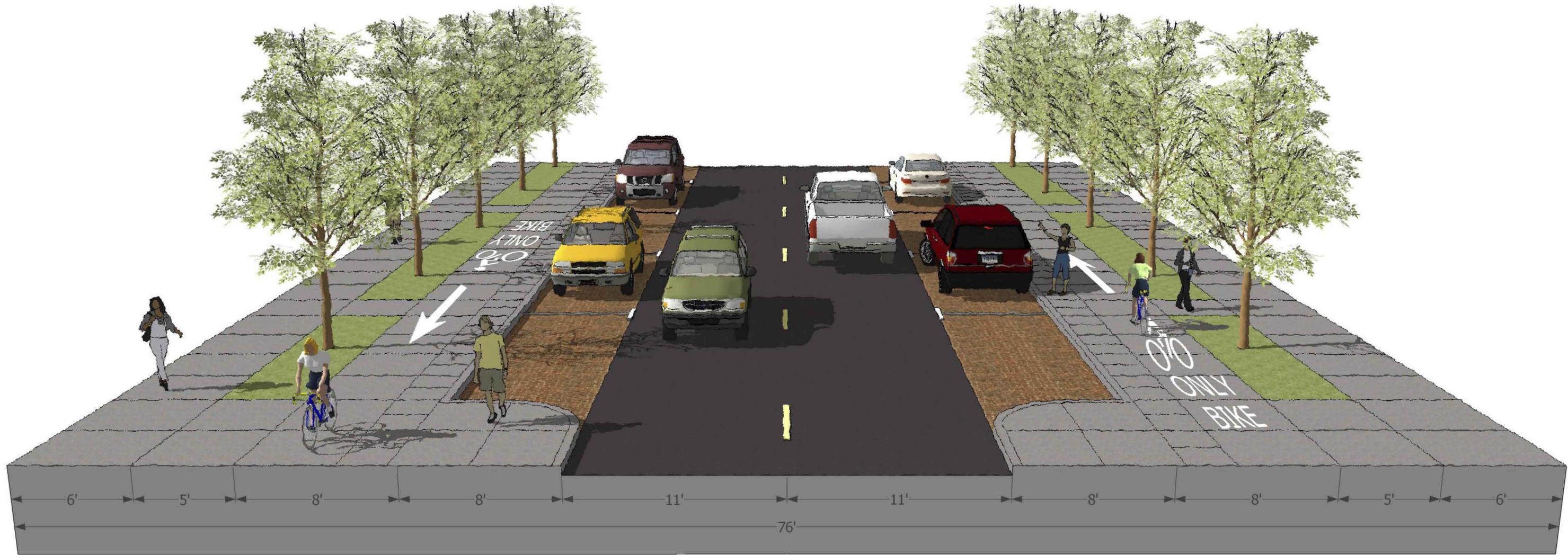
Mr. Goodwin said with the application EMH&T requested 3 administrative departures regarding two landscaping issues and a gravel drive. He said the departures are not necessary due to the nature of the agreement and the temporary access drive.

Mr. Goodwin said the fence departures regarding fence height and the use of barbed wire are however required, and approval is recommended with a condition that the barbed wire be coated black to match the fence.

Mr. Schall agreed as long as the barbed wire is available in coated black.

Mr. Schall said AEP was concerned with Fire having direct access to the compound with consideration to the high voltage and asked that they provide a 24 hour point of contact for the facility for safety reasons.

JOHN SHIELDS PARKWAY - TYPICAL SECTION WITH CYCLETRACKS



6-FOOT CONCRETE WALK

5-FOOT TREE LAWN

5-FOOT CYCLETRACK

3-FOOT CARRIAGE LANE

PEDESTRIAN ZONE

8-FOOT PARALLEL PARKING

11-FOOT DRIVE LANE

11-FOOT DRIVE LANE

VEHICULAR ZONE

8-FOOT PARALLEL PARKING

3-FOOT CARRIAGE LANE

5-FOOT CYCLETRACK

5-FOOT TREE LAWN

6-FOOT CONCRETE WALK

PEDESTRIAN ZONE

JOHN SHIELDS PARKWAY OPTION - AS ORIGINALLY SUBMITTED TO PLANNING AND ZONING COMMISSION WITH PRELIMINARY PLAT

DUBLIN VILLAGE CENTER

DUBLIN, OHIO



JOHN SHIELDS PARKWAY
NORTH SIDE

JOHN SHIELDS PARKWAY
SOUTH SIDE

(3-FOOT WALKWAY EASEMENT)
6-FOOT CONCRETE WALK
5-FOOT TREE LAWN
11-FOOT CONCRETE
TWO-WAY BIKEWAY
(8-FOOT BIKEWAY &
3-FOOT CARRIAGE LANE)

PEDESTRIAN ZONE

8-FOOT PARALLEL PARKING

11-FOOT DRIVE LANE

11-FOOT DRIVE LANE

8-FOOT PARALLEL PARKING

VEHICULAR ZONE

3-FOOT CARRIAGE LANE

6-FOOT TREE LAWN

10-FOOT CONCRETE WALK

PEDESTRIAN ZONE

JOHN SHIELDS PARKWAY OPTION - APPLICANT'S ALTERNATIVE SECTION AS PROPOSED TO THE PLANNING AND ZONING COMMISSION

DUBLIN VILLAGE CENTER

DUBLIN, OHIO

