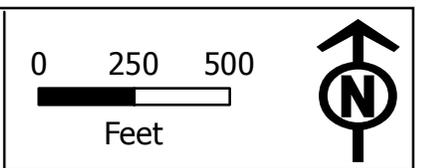


14-008BPR
 Basic Plan Review
 Tuller Flats
 4313 Tuller Road





City of Dublin

Land Use and Long
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ADMINISTRATIVE REVIEW TEAM

RECORD OF DETERMINATION

FEBRUARY 13, 2014

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

2. Tuller Road Flats 14-008BPR

4313 Tuller Road

Basic Development Plan Review/Basic Site Plan Review

Proposal: To review a multiple-family residential development consisting of 392 apartment units within 30 three-story apartment buildings, a clubhouse/community center, and associated streets and open spaces on approximately 17 acres on the south side of Tuller Road, approximately 700 feet east of Tuller Ridge Drive.

Request: Review and recommendation of approval to the Planning and Zoning Commission for a Basic Plan Review application under the provisions of Zoning Code Section 153.066(D) for a Basic Development Plan and Basic Site Plan.

Applicant: Casto; represented by Aaron Underhill, Underhill Law Office, LLC.

Planning Contact: Justin Goodwin, AICP, Planner II

Contact Information: (614) 410-4677; jgoodwin@dublin.oh.us

DETERMINATION #1: Recommendation of approval of this application for Basic Development Plan Review to the Planning and Zoning Commission with the following four conditions:

- 1) That the street section for McCune Avenue be revised to a typical section for a neighborhood street acceptable to Engineering;
- 2) That a mid-block pedestrianway connection be provided to the south property line of Block 'G';
- 3) That development of buildings in Phase II be contingent on the construction of the Hobbs Landing Drive extension between John Shields Parkway and Tuller Road; and
- 4) That the applicant addresses Engineering's comments referenced in the attached memo, as applicable to the Development Plan Review.

DETERMINATION #2: Recommendation of approval of this application for Basic Site Plan Review to the Planning and Zoning Commission with the following 10 conditions:

- 1) That the following details be presented with the Site Plan Review:
 - a. Architecture, landscaping, and other site development details noted in this report;
 - b. Detailed installation specifications for façade materials and material transitions, including material samples and section panels, be provided to ensure high-quality and durable construction, and addressing specific items as described in this report;
 - c. The applicant provide examples of successful, high quality installations (local or in a comparable climate) of the proposed fiber cement cladding panel;
 - d. That additional color palettes for façade materials be incorporated; and
 - e. That a Master Sign Plan be provided.

- 2) That the following building locations be altered as follows:
 - a. 10-unit buildings in the center of the site be reoriented with front façades in the RBZ and main entrances facing the street with direct sidewalk connections, to the maximum extent practicable;
 - b. That buildings fronting John Shields Parkway and Tuller Road be oriented at a consistent setback within the RBZ with direct front walk connections to the public sidewalk;
- 3) That main entrance canopies be designed to provide adequate protection from the elements and to reinforce the visual prominence of the entrance;
- 4) That transparency requirements be calculated for each story, and that transparency requirements and blank wall limitations be met for each individual story;
- 5) That terminal vista elements be provided as described in this report;
- 6) That building elevations be revised to meet the building variety requirements of Code Section 153.062(K), or that a Waiver request be submitted at the Site Plan Review;
- 7) That the RBZ for buildings 16-21 be shown along the south edge of the greenway;
- 8) That bicycle parking be provided in more prominent, publicly accessible locations, such as open spaces and within the street furnishings zone;
- 9) That the plans be revised to incorporate a de-centralized stormwater management system to the maximum extent practicable, as described in this report; and
- 10) That the applicant addresses Engineering's comments as attached to this report.

DETERMINATION #3: Recommendation of approval to the Planning and Zoning Commission of the following two Development Plan Waivers:

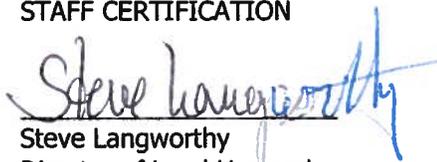
- 1) Maximum Block Size (Block 'C') – Code Section 153.060(C)(2)(a) – To increase the maximum permitted block dimensions for Block 'C' (increasing maximum block length from 500 feet to ±580 feet and maximum block perimeter from 1,750 feet to ±2,015).
- 2) Maximum Block Size (Block 'G') – Code Section 153.060(C)(2)(a) – To increase the maximum permitted block length for Block 'G' from 500 feet to ±665 feet.

DETERMINATION #4: Recommendation of approval to the Planning and Zoning Commission for the request for the following Site Plan Waiver:

Window Proportions – Code Section 153.062(H)(1)(f) – To allow windows on street-facing façades of Apartment building types to be horizontally proportioned, where architecturally appropriate to the design of the building.

RESULT: This application was forwarded to the Planning and Zoning Commission with recommendations of approval.

STAFF CERTIFICATION


 Steve Langworthy
 Director of Land Use and
 Long Range Planning

Mr. Goodwin said there were no conditions.

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

2. 14-008BPR – BSC Residential District – Tuller Road Flats Residential Development – 4313 Tuller Road Road

Justin Goodwin said this is a request for a multiple-family residential development consisting of 392 apartment units within 30 three-story apartment buildings, a clubhouse/community center, and associated streets and open spaces on approximately 17 acres on the south side of Tuller Road, approximately 700 feet east of Tuller Ridge Drive. He said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Basic Plan Review application under the provisions of Zoning Code Section 153.066(D) for a Basic Development Plan and Basic Site Plan.

Mr. Goodwin said the Basic Development Plan includes the proposed street network, block framework and street types. He said the Basic Site Plan includes the proposed use, building types, open space arrangement and site development details. He explained that the extension of John Shields Parkway from Tuller Ridge Drive to Village Parkway will also be included as part of this development.

Mr. Goodwin referenced the proposed block layout, and pointed out where private streets with public easements were planned. He said that public access easements may not be feasible with the City of Columbus' requirement against allowing private water lines to cross public streets. He noted that in the report he stated that the question of who would own the streets had not yet been determined. He said that the City will continue to work with the applicant to find an acceptable approach prior to the next step in the process.

Mr. Goodwin said he recommended last week and has since discussed further with the applicant the re-orientation of the centrally-located buildings on the site adjacent to the pocket parks, which the applicant is already addressing. He said the buildings will be re-oriented with their main entrances facing the street and adjacent pocket park dimensions adjusted accordingly. He said the applicant was exploring stormwater alternatives, as well.

Mr. Goodwin stated that some of the elements for specific building variety requirements that require building designs that vary from adjacent buildings have still not been met. He recommended this be addressed and met with a condition; if not, a Waiver will need to be requested at the next step of the process.

Mr. Goodwin explained that adjacent buildings are required to vary by materials, at a minimum, and in addition, the adjacent buildings must vary by at least two of the following: the proportion of recesses and projections, location of the entrances and window placement, and/or roof design including roof type, plan, or material. He said with respect to the building relationships of building types A & B, the recess/projections are varied but the window placements and entrances are in the same locations. He said the same is true for the

relationship of buildings C & G and the relationship of buildings D & E. He further noted that there are no roof variations between the buildings.

Mr. Goodwin provided a summary of the interior building orientation, alley system, building variety, vehicular circulation, and green space. He said since public street rights-of-way are yet to be defined for this project, both sanitary and stormwater locations will warrant further study.

Mr. Goodwin stated that Building Standards has requested more information to have a thorough understanding of installation specifications for façade materials, including material samples and section panels to ensure high-quality and durable construction. He said the construction mock-ups of exterior material installations will be reviewed to confirm necessary quality construction conditions.

Mr. Goodwin reported that additional analysis of the revised McCune Avenue street section, building access zones and fire hydrant locations will be necessary to ensure adequate fire service to buildings in this portion of the site, to be conducted as part of the Site Plan Review.

Mr. Goodwin asked Joe Sullivan about the parapets wrapping on some of the buildings as they do not appear to meet the requirement of parapets wrapping all four sides.

Joe Sullivan described his approach to three-dimensional design of the buildings, and how the flat roof plane is sloped to allow water to drain into gutters at the back of the building. He explained the functionality of the returns, the gutters to extend with downspouts, and the parapets to hide the air conditioner units. He said his four-foot returns give it more substance than a thin veneer. Mr. Sullivan said it was his opinion that the design meets the intent of the Code requirement.

Mr. Goodwin recommended they continue to work on the parapets with the Site Plan Review, but as currently shown, a Waiver would be required.

Basic Development Plan

Mr. Goodwin summarized the ART recommendation of approval to the Planning and Zoning Commission for the request for Basic Development Plan Review with four conditions:

1. That the street section for McCune Avenue be revised to a typical section for a neighborhood street acceptable to Engineering;
2. That a mid-block pedestrianway connection be provided to the south property line of Block 'G';
3. That development of buildings in Phase II be contingent on the construction of the Hobbs Landing Drive extension between John Shields Parkway and Tuller Road.
4. That the applicant addresses Engineering's comments referenced in the attached memo, as applicable to the Development Plan Review.

Mr. Langworthy asked Barb Cox to speak to her comments made in the memo presented from Engineering and about her meeting with the City of Columbus.

Barb Cox explained that the City of Dublin has a water service agreement with the City of Columbus where they provide water and do maintenance on the lines, which requires the City of Dublin to follow the rules of the City of Columbus. She said the City of Columbus has an administrative policy that states that private water lines cannot cross public rights-of-way, due to long-term maintenance and serviceability of both the streets and the water service to the private development.

Ms. Cox further explained master water meters, the complexity of lines tapping into those meters, and how fees were procured.

Jeff Tyler noted that all the buildings would need sprinkler service.

Ms. Cox added that a fire tap, sewer, and water were all tied together as a loop. She said both the City of Dublin and the City of Columbus charge for water.

Aaron Underhill, representing the applicant, said they were open to suggestions. He said these types of issues will need to be addressed over and over as the Bridge Street District is developed, given the expense associated with tap fees and a desire for a walkable block system.

Kolby Turnock, Casto, reiterated the need for suggested solutions for multiple taps. Fred Hahn said it would not be a Dublin decision.

Bryan Quackenbush said he could provide an analysis which shows that the cost could be upwards of \$2 million for Columbus sewer and water fees.

Mr. Langworthy said that the City was leaning toward requiring public rights-of-way, in lieu of public-access easements. He said that he appreciated the applicant's willingness to work through a solution to this issue.

Mr. Langworthy invited comments and questions from the ART members.

Alan Perkins said he was waiting on additional analysis of the revised McCune Avenue street section, building access zones and fire hydrant locations to ensure adequate fire service to buildings in this portion of the site, which will be part of the Site Plan Review. He said everything else was fine.

Mr. Goodwin reported the application had included a list of requested Waivers, although Planning had determined that some of the Waivers were not necessary, such as block access configuration.

Mr. Langworthy asked the applicant if he understood and agreed to the four conditions for approval of the Development Plan. Mr. Underhill said he understood and agreed to the conditions. Mr. Langworthy confirmed the approval of the Development Plan to move forward to the Planning and Zoning Commission with the four conditions noted in the report.

Mr. Goodwin summarized the ART's recommendation of approval to the Planning and Zoning Commission for the request for Basic Site Plan Review with the following 11 conditions:

- 1) That the following details be presented with the Site Plan Review:
 - a. Architecture, landscaping, and other site development details noted in this report;
 - b. Detailed installation specifications for façade materials and material transitions, including material samples and section panels, be provided to ensure high-quality and durable construction, and addressing specific items as described in this report;
 - c. The applicant provide examples of successful, high quality installations (local or in a comparable climate) of the proposed fiber cement cladding panel;
 - d. That additional color palettes for façade materials be incorporated; and
 - e. That a Master Sign Plan be provided.
- 2) That the following building locations be altered as follows:
 - a. 10-unit buildings in the center of the site be reoriented with front façades in the RBZ and main entrances facing the street with direct sidewalk connections, to the maximum extent practicable;
 - b. That buildings fronting John Shields Parkway and Tuller Road be oriented at a consistent setback within the RBZ with direct front walk connections to the public sidewalk;
- 3) That main entrance canopies be designed to provide adequate protection from the elements and to reinforce the visual prominence of the entrance;
- 4) That transparency requirements be calculated for each story, and that transparency requirements and blank wall limitations be met for each individual story;
- 5) That terminal vista elements be provided as described in this report;
- 6) That building elevations be revised to meet the building variety requirements of Code Section 153.062(K), or that a Waiver request be submitted at the Site Plan Review;
- 7) That the applicant incorporate design details to achieve the goals of the minimum finished floor elevation requirement, as described in this report;
- 8) That the RBZ for buildings 16-21 be shown along the south edge of the greenway;
- 9) That bicycle parking be provided in more prominent, publicly accessible locations, such as open spaces and within the street furnishings zone;
- 10) That the plans be revised to incorporate a de-centralized stormwater management system to the maximum extent practicable, as described in this report; and
- 11) That the applicant addresses Engineering's comments as attached to this report.

Linda Menerey requested clarification on the four conditions under the Basic Development Plan. She was concerned that the midblock pedestrianway connection could be a challenge. Mr. Goodwin clarified that it was acceptable for the connection not to be precisely located in the center of the block and offered to work through this with the applicant as the project moves forward.

Mr. Underhill asked if there should be time periods noted in some of the conditions. Mr. Goodwin said that would be worked out on next step.

Mr. Quackenbush asked about condition #7, and asked if it could be modified to address the difficulty with meeting the 2.5-foot elevation requirement while maintaining ADA accessibility.

Mr. Goodwin explained that he had discussed this issue with Mr. Sullivan, and agreed to work with the applicant at the Site Plan Review to work to achieve the intent of the requirement, which is to provide an adequate separation between the building's public and private spaces and to provide a base to the building.

Rachel Ray suggested that the condition be modified to state "to the maximum extent practical."

Ray Harpham said he was concerned with "to the maximum extent practical" because it relies on a determination on what that maximum extent is.

Mr. Langworthy suggested omitting this condition altogether. The ART agreed to omit #7.

Mr. Turnock asked if there was a preferred style for bike racks. Mr. Goodwin said the inverted U is becoming a typical type, but no specific standard has been determined by the City. Laura Ball said diversity of types is acceptable, as long as they have two points of contact for the bike frame.

Mr. Underhill stated he was generally okay with the changes discussed. He inquired about the Commission's view on commercial uses.

Mr. Goodwin said the conceptual plan shows the potential for commercial and service destinations as part of a future phase of development along Village Parkway. He said this would be within an approximate five-minute walking radius of the proposed neighborhood.

Mr. Langworthy said he understood that commercial uses worked better when they are concentrated in an area with other commercial uses, yet still accessible by pedestrians and bicyclists. He said he had invited Terry Foegler, Director of Strategic Initiatives and Special Projects, to attend the Commission meeting on February 20 to speak to this issue further.

Mr. Langworthy asked members for any final comments regarding this proposal. [Hearing none.] Mr. Langworthy said the ART recommends approval to the PZC for the request for Basic Site Plan Review with 10 conditions (including the elimination of condition #7).

Development Plan Waivers

Mr. Goodwin summarized the ART recommendation of approval to the Planning and Zoning Commission for the request for the following two Development Plan Waivers:

- 1) Maximum Block Size (Block 'C') – Code Section 153.060(C)(2)(a) – To increase the maximum permitted block dimensions for Block 'C' (increasing maximum block length from 500 feet to ± 580 feet and maximum block perimeter from 1,750 feet to $\pm 2,015$).
- 2) Maximum Block Size (Block 'G') – Code Section 153.060(C)(2)(a) – To increase the maximum permitted block length for Block 'G' from 500 feet to ± 665 feet.

Mr. Langworthy asked members for any final comments regarding these two Waivers. [There were none.] Mr. Langworthy said the ART recommends approval to the Planning and Zoning Commission for the two Development Plan Waivers.

Site Plan Waiver

Mr. Goodwin summarized the ART recommendation of approval to the Planning and Zoning Commission for the request for the following Site Plan Waiver:

Window Proportions – Code Section 153.062(H)(1)(f) – To allow windows on street-facing façades of Apartment building types to be horizontally proportioned, where architecturally appropriate to the design of the building.

Mr. Langworthy asked members for any final comments regarding the proposed Site Plan Waiver. [There were none.] Mr. Langworthy said the ART recommends approval to the Planning and Zoning Commission for the Site Plan Waiver.

Mr. Langworthy confirmed the Administrative Review Team's recommendation of approval of this application, to be reviewed by the Planning and Zoning Commission on February 20, 2014.

ADMINISTRATIVE

The meeting was adjourned at 3:10 pm.



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ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

FEBRUARY 6, 2014

CASE REVIEW

4. 14-008BPR – BSC Residential District – Tuller Road Flats Residential Development – 4313 Tuller Road Road

Justin Goodwin said this is a request for a multiple-family residential development consisting of 392 apartment units within 30 three-story apartment buildings, a clubhouse/community center, and associated streets and open spaces on approximately 17 acres on the south side of Tuller Road, approximately 700 feet east of Tuller Road Ridge Drive. He said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Basic Plan Review application under the provisions of Zoning Code Section 153.066(D) for a Basic Development Plan and Basic Site Plan.

Mr. Goodwin said that a meeting yesterday to discuss this project was canceled due to the weather. He said with respect to potential revisions to the plans, Planning would be more comfortable discussing any revisions before they are presented to the Commission. He said because that requires additional time to review, and there is limited time before this moves forward to the Commission on February 20th, he recommended moving forward with the plans as submitted and noting where there are issues to be addressed at the Development Plan and Site Plan Reviews.

Mr. Goodwin said the whole purpose of the Basic Plan was to vet preliminary site and architectural issues, and the Informal Review may have confused the process a little. He said the Basic Plan is reviewed at a higher level, and all the detail provided by the applicant would normally be saved for the next step in the process, such as some of the renderings and floor plans.

Mr. Goodwin said staff had discussed the general site layout, which is similar to the initial proposal, and were generally supportive. He said the site circulation works. However, he noted the interior of the site where buildings surround pocket parks at McCune Avenue and Deardorff Street near the clubhouse. Mr. Goodwin suggested that the character would be improved if the buildings faced the streets instead of the open spaces. He said with the main entrance on the green space, the buildings do not front the street. He said that overall, the layout can still work, but recommended shifting the building orientation so the main entrances faced the streets and the sides of the buildings faced the green space. He said that this rotation could possibly provide space for more units.

Mr. Goodwin said the drive aisles and private drives with linear medians and 22-foot drive aisles are an opportunity for a more efficient layout. He said that narrowing the drive aisles and widening the medians opens up options for stormwater management other than underground

storage. He said by re-orienting some of the buildings so the fronts are along McCune Avenue, it may allow for better interior circulation around the center median, with additional space for stormwater management while still providing direct garage access.

Asked by Kolby Turnock if they would still meet the public space requirement, Mr. Goodwin responded yes. Mr. Goodwin said using other spaces for stormwater management would be more efficient and views of the green space could then be seen from balconies, serving as an additional amenity for residents. He encouraged the applicant to consider these options. Mr. Goodwin said the concept would be a little different on the west side of the clubhouse but still an option to consider.

Mr. Goodwin began to address the architectural variety. He said Moody Nolan was serving as the City's architectural consultant for this project, and any outstanding issues could be discussed as well at next week's meeting with Moody Nolan.

Mr. Goodwin said staff was not comfortable with what was proposed for the sidewalk section and planting zone on McCune Ave and presented the preferred yield street section, with parking on one or both sides. He said the purpose of the Yield Street is to slow traffic.

Steve Langworthy said an adequate sidewalk width was desired.

Mr. Turnock asked if EMH&T had this exhibit. Barb Cox said she would send it to them.

Alan Perkins said he approved of the concept in terms of overall fire access, but wanted to review the curb radii.

Mr. Goodwin suggested avoiding the internal alley for fire access. Mr. Turnock agreed. Mr. Langworthy asked if the fire access would be more likely to occur on the north/south roads.

Mr. Perkins said the fire department would need to get access to McCune Avenue and would need further information about phasing with the Hobbes Landing connection.

Mr. Goodwin said there would be a more detailed discussion with Moody Nolan next week on architectural diversity. He noted the building variety requirements in the Code. He explained that adjacent buildings are required to vary by materials, at a minimum, and in addition, the adjacent buildings must vary by at least two of the following: the proportion of recesses and projections, window and entrance placement, and/or roof design. He said upon reviewing the building relationships of building types A & B, the recess/projections are varied but the window placements and entrances are in the same locations. He said the same is true for the relationship of C & G and the relationship of D & E. He further noted that there are no roof variations.

Joe Sullivan said circumstances and solutions should be rational and not arbitrary to meet the letter of the Code requirements. He asked how this specific request for variety can be integrated into the design and still make the project cost effective.

Mr. Turnock asked for clarification on the Code language. Mr. Goodwin read from the Code.

Mr. Turnock said changing the window and door locations would be very costly. Mr. Sullivan said the designs were relative to liveability. He said that it was easier to relocate small windows as part of a traditional design in lieu of the oversized windows used for this contemporary style. He explained that changing the exterior may conflict with functionality on the inside.

Mr. Turnock concluded that they would need to create five to seven whole new building types out of two to three building types.

Mr. Turnock agreed to review the plans and asked what if Moody Nolan did not agree with the changes. Mr. Goodwin said the applicant should note if there were practical limitations in meeting the requirements. He said the Code includes architectural criteria to base opinions and put parameters on, which can lead to conditions. He explained to the applicant that if they are not prepared to agree with the conditions, there would need to be Waivers requested of the Commission.

Mr. Sullivan asked what it means to go through this exercise. Mr. Goodwin said they may not get an answer at PZC on February 20, 2014.

Ms. Cox touched on water service and the geometry for on-street parallel parking spaces. Mr. Turnock said EMH&T noted it on earlier versions but Ms. Cox said it needed to be done differently. She said the four parking spaces on the short segments of street adjacent to John Shields Parkway and Tuller Road may not be safe or necessary.

Ms. Cox remarked there was no allowance for any bicycle parking shown along public streets and John Shields Parkway will have a cycle track on it. Mr. Goodwin agreed that some bicycle parking should be provided along the greenway and the pocket parks, in addition to some in front of the apartment buildings for visitor access.

Ms. Cox said the pedestrian path in front of the units that face Tuller Road was redundant and recommended connecting to the existing path. Mr. Goodwin said a few of the units fronting Tuller Road & John Shields Parkway had staggered setbacks, which was not necessary. He said a consistent setback is better. Mr. Sullivan said varying materials would provide better separation of the walkways. Ms. Cox said sidewalk material impacts costs.

Mr. Goodwin noted that the applicant is deferring a sign package until later, and that may require a potential master sign plan. Mr. Turnock said the signs would be consistent with an urban environment.

Ms. Cox asked for clarification on how the utilities would connect. She said the plans indicate that both sanitary and storm sewer lines would be located within the greenway along John Shields Parkway. She said this warrants further study as this could limit the usefulness of the greenway. She said the downstream capacity of the existing sanitary sewer will need to be studied and reviewed by the City.

Mr. Goodwin inquired about underground detention. He said that the underground detention should be removed from the greenway and better integrated elsewhere on the site.

Ms. Cox said she was surprised to find the site generally drains east to west and falls about 17 feet in elevation. She said additional information will need to be verified to allow proposed

grades for John Shields Parkway to work with the needed extensions of this roadway to the east and west of the site. She encouraged the use of a decentralized stormwater management system using other methods and only employing underground detention to supplement them.

Mr. Turnock said he would continue to review, but permeable pavers were costly and difficult to maintain. Mr. Langworthy noted that the intent was to use a combination of management strategies.

Ms. Cox said a preliminary Stormwater Management calculations were not included in said the project will have to meet both stormwater quantity and quality standards. She said she will review the infrastructure but asked if irrigation was proposed at all in the project. Mr. Turnock said they probably would not include irrigation due to logistics.

Mr. Tyler offered gray water as an option for landscaping. Ms. Cox suggested placing a liner up against the building in the garden area of the walk up type buildings to allow the planters in front of the building to be used for stormwater management. Mr. Goodwin said this type of management strategy was being done elsewhere.

Mr. Turnock said if it's not done correctly, there will be drainage problems for the building.

Mr. Tyler asked if there was rock in the area to which Ms. Cox responded probably not as this site is at the top of the hill from Riverside Drive.

Ms. Cox asked about water and sewer service to the maintenance building in the southwest corner of the site. Mr. Turnock answered there was water but may or may not have restrooms. Ms. Cox asked what vehicles would be accessing the maintenance building and that the applicant should verify the turning radii into the area of the maintenance building

Mr. Goodwin requested an updated on the water line issue with the private streets.

Mr. Turnock said the intent was to get all the water lines in for John Shields Parkway. Mr. Goodwin said it was not attached to the development and would require a platting process, which would be another step for the applicant to go through that may include a joint applicant.

Mr. Perkins reiterated that he planned to evaluate the curb radii. He said in his preliminary review, he was concerned about the clubhouse needing a sprinkler system. He said the fire hydrant was in close proximity. He said overall, he was satisfied with the layout.

Mr. Turnock asked about preferred street sign designs. Mr. Goodwin said for public streets, they will need to use signs and lighting that make sense for the City to maintain.

Laura Ball said her comments echoed the utility issues that Ms. Cox raised about the utilities in the greenway, and concerns with the underground detention in the greenway.

Mr. Langworthy asked Mr. Hahn if he made progress on the greenway design. Mr. Hahn said they were working on it.

Mr. Goodwin reiterated that site details are intended to be reviewed as part of the next round with Development Plan and Site Plan Review, but they would like to see a pedestrian

connection through all the blocks. He asked the applicant to consider possible future pedestrian connections with Sycamore Ridge to the south.

Ms. Cox asked if a pedestrian connection was being done at the south end of Watson Street. Mr. Turnock offered to show a possible connection for the future.

Mr. Langworthy asked if there were any further comments regarding this application. [There were none]. He concluded that staff would meet with the applicant again on Tuesday and the ART would make a determination next Thursday.



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ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

JANUARY 30, 2014

**2. 14-008BPR – BSC Residential District – Tuller Flats Residential Development
– 4313 Tuller Road**

Justin Goodwin said this is a request for a multiple-family residential development consisting of 392 apartment units within 30 three-story apartment buildings, a clubhouse/community center, and associated streets and open spaces on approximately 17 acres on the south side of Tuller Road, approximately 700 feet east of Tuller Ridge Drive. He said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Basic Plan Review application under the provisions of Zoning Code Section 153.066(D) for a Basic Development Plan and Basic Site Plan.

Mr. Goodwin said he sent an email to the ART earlier in the day attaching the application materials. He said this application came in for Pre-Application Review in November 2013, where comments were provided to the applicant and they had responded with revisions. He said the applicant had planned to file for Basic Plan Review in the beginning of January, but because this project is likely to involve a development agreement between the City and the applicant for the construction of significant public improvements, the City suggested that it be reviewed informally by the Planning and Zoning Commission first before initiating the formal review process. He said the Commission reviewed this proposal informally on January 9, 2014. He said there was much discussion and a number of specific recommendations, but there appeared to be general support of the conceptual plan. He said the minutes from that meeting are being transcribed and hoped to have a draft soon.

Mr. Goodwin said there was some discussion of alternative site layouts; however, not all the Commissioners necessarily agreed on an alternative layout. He said they suggested more architectural diversity but left it open to the applicant to address that issue as the application proceeded rather than providing specific architectural recommendations. He said the ART had focused on architectural variety with the Pre-Application review and this remains a concern. He said there was discussion about whether mixed uses should be included in all Bridge Street District applications. He said this 17-acre site within the BSC Residential District does allow for some mixed uses; however, it does not require them. He said the applicant reviewed the Commission's comments and made some adjustments to the plan and site layout. He said Engineering and Planning had some concerns with the site layout, which was very similar to the plan reviewed by the Commission at the informal review.

Mr. Goodwin said the proposal includes a segment of John Shields Parkway that would ultimately extend from Riverside Drive to Sawmill Road. He referred to the internal

neighborhood street system with a clubhouse in the center of site. He said the proposal includes 33 residential buildings as shown in the architectural renderings with a contemporary architectural style. He presented a larger area plan with this site and the proposed greenway. He said the graphic shows the proposed street system, including the streets that would be publicly dedicated and the streets that would remain private with public access easements to address the private water line issue. He said that the City of Columbus would not allow private water lines to cross public rights-of-way, which made the block system with public streets problematic. He said Engineering planned to continue discussions with the City of Columbus on this issue, and hoped that it can be resolved. He said ideally, these would be public streets.

Aaron Underhill said the tap fees associated with each new line on each block are approximately \$225,000 each, which is prohibitively expensive.

Mr. Goodwin said they will make sure that Columbus and Dublin are on the same page with respect to a resolution. He said the utility plans have one item of concern related to stormwater and how it will be handled since the applicant intends to use a large amount of pervious pavement and provide an alternative stormwater management plan. He said the use of pervious pavement is a standard within the on-street parking spaces in the Bridge Street District and they are looking to find other means to deal with stormwater, potentially even integrating the stormwater management with the planter boxes in front of the buildings.

Brian Quackenbush, EMH&T, said pervious pavement can be challenging to work with during construction. He said they are working with Casto, the contractor, and the maintenance company to ensure long-term maintenance and are working through the options with the team.

Linda Menerey, EMH&T, said Joe Sullivan, Sullivan Bruck Architects, could not attend, so she described the modifications to the architecture including buildings with two versions of brick.

Mr. Goodwin said the proposed pocket parks did not meet the Code requirements, referring to a table that noted those which did. He said the buildings that have pocket parks in front of them on McCune Avenue are set back off of the secondary street away from the required building zone. He said the streets need to have as much of an architectural edge as possible. He asked the applicant to consider options of keeping the same number of units but relocating some of them and to consider overall open space planning for the greenway, possibly incorporating a dog park immediately west of the property.

Ms. Menerey noted the changes that had been made and discussed more options for buildings fronting John Shields Parkway.

Mr. Goodwin said a lot more can be done. He said he appreciated that the applicant added more surface parking following the Commission's remarks on providing visitor parking. He asked the applicant to focus on the tree line and sidewalk system. He said brick sidewalks are not appropriate for public streets; they should be concrete.

Mr. Goodwin noted the different materials presented for the various building types and the raised wall in front of the 12-unit building. He asked if stormwater could be integrated in this area. Mr. Quackenbush answered that would be difficult because it would put the stormwater right next to the building. Mr. Langworthy asked how far the planters protruded. Ms. Menerey responded that they were approximately 10 feet wide.

Mr. Goodwin said he liked the additional building materials proposed for the clubhouse. He emphasized the City's concern with overall architectural diversity. He said that individually, these were nice buildings with contemporary architecture, but over 30 buildings with very similar designs and forms are too repetitive.

Mr. Underhill asked about next steps. Mr. Goodwin explained that after meeting Code they would go before the Commission for Basic Plan Review, and then the Commission would determine whether the next step would involve final determination by the ART or by the Commission. Claudia Husak said the applicant should assume the Commission will have the final say. Mr. Langworthy agreed, since this is one of the first and largest projects proposed for the Bridge Street District.

Mr. Goodwin reiterated that this case would be reviewed by the Commission on February 20, 2014. He said in the coming weeks, the ART would continue to review the proposal, and staff would communicate with the applicant to confirm timing and address some of the issues that had been raised. He said the ART would make a recommendation to the Commission on February 13, 2014, and the report would be prepared February 14th for the meeting on the 20th.

Kolby Turnock, Casto, said he was concerned about the process and asked what would happen if there was a long list of conditions, and how the Commission was likely to view a project with a long list of conditions.

Mr. Langworthy said that if all of the detail requirements are met or met with conditions, and the Commission still requests further changes beyond what Code requires, staff can point that out in the meeting. He noted that the Code does not permit either the ART or the Commission to change any item that meets Code.

Mr. Goodwin said additional details would be expected with the next submittal for Development Plan and Site Plan Reviews.

Mr. Underhill asked if the Commission would be informed of all the efforts made by the applicant to address the Commission's comments. He said he was concerned with how this case would be presented, particularly with respect to the site layout.

Mr. Langworthy noted the alternate layout included with the submission and asked which site layout the applicant preferred. Ms. Menerey said there were pros and cons to both plans.

Mr. Goodwin said the overall concept for the revised site layout had some merit but technical issues on function. Mr. Underhill said they made an effort and will continue to work with staff on the Economic Development side.

Ms. Menerey said they would provide a better orientation and color rendering to reflect the rhythm of the streets and building diversity.

Mr. Goodwin reported that the plan was sent today to Moody Nolan, the City's architectural consultant for this project, to provide a review. Ms. Menerey asked if Joe Sullivan should engage directly with Moody Nolan or go through staff to discuss architectural comments. Mr. Goodwin said the applicant should coordinate with City staff, but if Joe would like to meet with Moody Nolan to discuss specifics, perhaps a meeting could be arranged.

Ms. Cox said she had to leave the meeting and said she had no further comments until she had a chance to review the plans.

Mr. Langworthy invited comments from the other ART members.

Mr. Hahn inquired about building #16, which was the southwestern-most building that was cut off from the rest of the development by the western north/south street. Ms. Menerey agreed that it was "lonely," but the applicant wanted to keep the building.

Ray Harpham stated he liked the site plan, but was concerned about the lack of architectural diversity. He explained that "diversity" had to do more with form than just changing building materials.

Mr. Goodwin thanked the applicant and said staff would continue to work through the issues raised.

Mr. Langworthy asked if there were additional comments from the ART. [There were none.]



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PLANNING AND ZONING COMMISSION

MEETING MINUTES

JANUARY 9, 2014

1. Tuller Flats Residential Development 13-1211NF

Informal

Ms. Amorose Groomes said the following application is for informal review and non-binding feedback for a multi-family residential development consisting of 392 apartment units within 30 three-story apartment buildings, a clubhouse/community center, and associated streets and open spaces on approximately 17 acres. The site is located on the south side of Tuller Road, approximately 700 feet east of Tuller Ridge Drive and is zoned Bridge Street Corridor Residential District.

Justin Goodwin presented this application and said the project began the development review process with a pre-application review with the Administrative Review Team in November, which is the first step of the development review process as laid out in the Bridge Street District Zoning Regulations. He said the applicant has also proposed some preliminary terms of a potential development agreement with the City of Dublin that is necessary to complete some significant public infrastructure improvements that would be associated with this project. He said City Council has expressed a desire that for cases that include a potential development agreement, applications come to the Planning Commission as an informal review before beginning the formal development review process. He said the applicant has responded to a number of the comments that the ART provided to the original set of plans and has prepared this informal review application for the Commission's review.

Mr. Goodwin said the site is 17 acres located south of Tuller Road and north of the Sycamore Ridge Apartment complex. He said there are office buildings immediately to the west and to the north across Tuller Road and the Byers Auto site is located immediately to the east and Greystone Mews is very close to the southeast. He said the existing Sycamore Ridge Park which is currently undeveloped is immediately to the west.

Mr. Goodwin showed the Bridge Street District Area Plan and said this site is within the Character Area called the Tuller Greenway District. He said the plan shows the street network and general block framework planned for this entire area of the Bridge Street District. He said the key components of the plan include a greenway along the planned John Shields Parkway, that will extend from Riverside Drive to Village Parkway and a cycletrack that will create a loop system throughout this portion of the Bridge Street District connecting to the planned pedestrian bridge and across the vehicular bridge of John Shields Parkway in the future.

Mr. Goodwin said some of the design recommendations for the Tuller Greenway District include the creation of new neighborhoods with a variety of housing types, a new greenway and streets that link to existing and future neighborhoods, and open spaces like court yards and pocket parks that are integrated with residential building designs.

Mr. Goodwin said the site is zoned in the BSC Residential District, immediately to the east the land is zoned BSC Sawmill Center Neighborhood District, land to the north of Tuller Road is zoned Office Residential District and the Sycamore Ridge Park is in the Public District. He said the Bridge Street District street network map shows that the general framework of planned streets in the area and the street and block requirements of the Code will result in the new street system. He noted that the planned John Shields Parkway is a principal frontage street which results in a number of street frontage requirements

related to placement of buildings and vehicular access points. He said Tuller Road is also a principal frontage street.

Mr. Goodwin said the applicant has provided an area context plan that shows the proposed site on the 17 acres in relationship to the surrounding development and shows the street network map with some modifications to accommodate the proposal itself. He said it also shows to the west the Vnable skilled nursing facility and the first section of John Shields Parkway and will be constructed with that development.

Mr. Goodwin said it shows the conceptual Bridge Park Mixed Use Development that Crawford Hoying brought to the Commission as an informal review recently. He said the intent is to provide an understanding of how this development will fit with the existing and the future planned developments.

Mr. Goodwin said the proposed conceptual plan is for 392 residential units in 30 3-story apartment buildings with a club house located in the center of the site, with approximately 2 acres of open space provided as a 60 foot wide greenway along John Shields Parkway, consistent with the Community Plan, and multiple pocket parks primarily in the center of the site. He said there is a combination of public and private streets and parking provided in a combination of garages integrated with the apartment buildings, off-street surface parking areas and on-street parking.

Mr. Goodwin said the applicant is potentially interested in additional development on the land immediately to the east of this site with additional residential/multi-family apartment units, which is not the focus of this informal review.

Mr. Goodwin said as part of the development agreement being considered between the developer and the City of Dublin, the applicant is proposing a TIF agreement to construct a larger portion of John Shields Parkway than what would just be associated with this site, extending from Tuller Ridge Drive from the west to the Village Parkway to the east, which will be dedicated as public right-of-way. He said the plan also shows a street connection to Hobbs Landing Drive in the Greystone Mews development and discussions have occurred with M/I Homes to complete that connection. He said the plan shows the eventual extension of Hobbs Landing Drive northward to Tuller Road and would provide the eastern frontage for one of the proposed development blocks, however, that particular piece of roadway is not proposed as part of this immediate 17 acres and would be considered a future phase. He said this would create a temporary condition in which two buildings would not immediately have street frontage, but would have access from other portions of the site.

Mr. Goodwin said the internal neighborhood streets are proposed as public access easements rather than public rights-of-way; however the applicant proposes that these be constructed entirely to public street standards consistent with street sections engineering is developing for streets within the Bridge Street District. He said the reason for this approach is because the City of Columbus has a requirement that prohibits private water lines from crossing a public right-of-way. He said the private water line could cross what is essentially built as a public street, but remains private with a public access easement. He said this is a policy decision that City Council will have to make. He said the concept is currently being reviewed by a number of staff and variety of departments to understand the overall implications that this approach would have. He said Planning is still analyzing the Code requirements but it may be necessary to have some technical waivers to accommodate that configuration. He said one of the discussion questions that was included in the report is whether potential Waivers are acceptable to accommodate private streets with public easements if the streets are designed and constructed to public standards.

Mr. Goodwin said the applicant has provided conceptual street sections showing a typical section for each of the roadway types. He said the section for John Shields Parkway and is consistent with the typical section that the City has developed, including two travel lanes, two parallel parking lanes with permeable pavers, a carriage walk to provide access for passengers leaving cars and a cycle track located just behind the carriage walk at the same grade as the side walk behind the curb. He said there will be a five

foot tree planter area that will not necessarily be a tree lawn but there would be sidewalk connections moving through this between the parking lane and a six foot sidewalk. He said there is a 65 foot public access easement for the two north south streets proposed, aside from it being a public access easement this section is also consistent with a typical section that the City has developed for a typical neighborhood street in the Bridge Street District, and the only difference from the John Shields Parkway section is that this does not include a cycle track because it is a lower volume local street.

Mr. Goodwin said there is also a proposed east-west street in two separate segments separated by the proposed clubhouse. He said the original version of the plans that the ART reviewed did not include an east-west street and the ART recommended that one be included as a means to meet the block size requirements and improve connectivity. He said the applicant has responded with a site plan that has incorporated this street. He said Planning and Engineering had suggested this street be designed as a yield street because this is expected to be such a low volume, localized street. He said a yield street would have a narrower pavement section, with parking on both sides, very slow speeds, as often found in older residential neighborhoods, and when drivers approach from one way or the other, one has to decide to yield to the other to pass. He said this is not quite shown in the plan. He said it is two typical travel lanes and a parallel parking lane on one side of the street, with a 7.5 foot sidewalk with a tree grate. He said he noted in the report that Planning and Engineering still wanted to do some analysis of this proposed street section because it is not a typical street section that has been developed by the City and they are still working out how a typical yield street would be developed as well. However, they do have some concerns with the width of the sidewalk and the planting area and is something they want to work more with the applicant on.

Mr. Goodwin said another discussion point is whether the proposed street network provides an appropriate balance of pedestrian, bicycle and vehicular mobility throughout the site. He said the applicant has provided a proposed block plan showing the required building zone for the apartment building types of 5 to 20 feet from the right-of-way. He said the building setbacks vary with some at the right-of-way and some at the rear of the RBZ. He said mid-block pedestrian ways are provided throughout all of the blocks. He said the blocks along the west and south edges of the site are partial blocks, and the full block would actually be built with the extension of streets and adjacent re-development and this is a condition expected to happen at various locations in the Bridge Street District.

Mr. Goodwin said blocks D and E on the east edge of the site do comply with the block length and size requirements of the Code, however these blocks have a temporary condition in which there would not actually be street frontage if that street was built with a future phase. He said Block C in the center of the site is partially bisected by McCune Avenue, which is divided by the clubhouse. He said the clubhouse would create a terminal vista at a proposed "T" intersection. That configuration would result in some potential waivers to be considered as this application moves forward, one to block length along the proposed Deardorff Street exceeding the 500 foot block length and the overall perimeter of the block exceeds 1,750 foot perimeter. He said Block G on the south side of the site would also be a potential waiver to the maximum block to minimize vehicular interruptions to the greenway. He said the Bridge Street Code does include a number of exemptions to block size requirements including if there is an existing open space that wouldn't be desirable to break up with a street and that Planning has discussed potentially considering a future amendment to the Code that might include an exemption for planned open spaces such as a greenway corridor. He said another discussion question is whether potential Waivers to block size requirements are appropriate based on the proposed street system, greenway configuration, and clubhouse location.

Mr. Goodwin said the applicant has provided a conceptual open space plan that shows the greenway along John Shields Parkway that amounts to 1.2 acres and four pocket parks in a quad configuration in the center of the site associated with the clubhouse, each approximately .25 acre each. He said the minimum open space requirement for the 392 units is 1.8 acres and this plan meets the requirement. He said there a couple of smaller spaces shown as pocket parks but they do not meet the minimum

dimension and size requirements. He said another discussion question is whether the proposed open space plan provides for an appropriate distribution of publicly accessible open spaces.

Mr. Goodwin said the applicant has also provided conceptual architectural renderings for the proposed buildings. He noted the Commission's packet includes artistic renderings of the architecture and the open space throughout the development. He said there are 8-unit, 10-unit, 12-unit and 20-unit buildings and there are essentially two types of building configurations. He said the 10 and 20-unit buildings are designed with an at-grade shared entrance to the building and integrated balconies. He said the 8 and 12-unit buildings are designed with a walk up configuration to the entrance and an integrated masonry wall and planter area along the front façade. He said the architecture is modern emphasizing geometric forms. He said one of the major discussion points at the pre-application review with ART was a concern that there was not sufficient architectural diversity being proposed with the original proposal. He said the applicant has responded with an additional building model with a variation on the theme and the packet includes rendering of more versions showing some variations in materials and color. He said one of the discussion questions is whether the proposal illustrates an appropriate level of architectural diversity for a new residential neighborhood in the Bridge Street District.

Mr. Goodwin said the proposed clubhouse is a one story building at a terminal vista at the "T" intersection. He said the terminal vista requirements do require more verticality than what is proposed and Planning would consider this to likely be a civic building type might also consider it an accessory structure to the larger development. He said if it were considered a civic building type there are a couple of requirements that may require waivers for building height and a building setback from the right-of-way. He said one of the discussion questions is whether potential Waivers to Civic Building Type requirements appropriate? He said more analysis is needed to determine how this building should be considered.

Aaron Underhill, Attorney, 8000 Walton Parkway, Suite 270, New Albany, said he is representing Casto. He said there are a number of issues to deal with along with economic development issues that they are working through with the City Administration in trying to get John Shields Parkway built and some conceptual drawings showing what could happen on the Byers site and on a piece of property under common ownership with the property being discussed tonight.

Mr. Underhill said they are looking for feedback from the Commission on the site plan and architecture. He said they have some contractual deadlines that are upcoming and have been working with staff for about four months to get the site plan and the architecture that they have made a lot of progress with and are meeting most of the standards of the Bridge Street Code. He said they have reached a well thought out plan. He said they are expected to come forward with a number of deviations driven by the location of Tuller Road that is not moving, the recommended location of John Shields Parkway which is incorporated into their plan along with the greenway. He said they have worked to meet the requirements of the Code with only limited exceptions. He said they have accomplished a number of recommendations of the Bridge Street Vision Plan including the gridded street pattern, the extension of John Shields Parkway and the construction of that with the City's assistance, the greenway corridor that extends from the river to Dublin Village Center, and are creating an upscale project that once Dublin Village Center redevelops will be located near a mix of uses that will be attractive to the people that will live here. He said one of the deviations they have requested is to have some of the streets within the network to be private streets with a public easement because the City of Columbus will not allow water lines to cross public streets without a serious cost of fees and taps costing 225,000 to 250,000 to install and if added with the gridded street system it adds up and harms the economic viability of the project. He said they are going to build the streets to public specifications, but will and the public will have full use of the streets as they would if they were public and platted. He said there is justification for deviation.

Joe Sullivan, Sullivan Bruck Architects, said he appreciates the opportunity to talk about this project. He said it is consistent with the Dublin vision for the Bridge Street Corridor and they want to design housing that has an appropriate density and creates a sense of place with buildings fronting the streets and will be very attractive to the preferred market of young professionals. He said they were trying to come up with a concept that is very clean and contemporary, with high quality materials, including brick and hardie panels and siding with very clean details. He said the panels will have metal edges. He said they have two diagrammatic type buildings, with buildings with on grade access that are 100 percent accessible. He said they took the two major streets Tuller and John Shields where they are going to have the most traffic and came up with building diagrams where they didn't have any living right at the street levels for those segments.

Mr. Sullivan said there is a two story building with a half flight of stairs on the outside of the building which is like a brown stone walkup with an intermediate landing and then walk up a half flight to the first level of units. He said the main living is one floor above grade. He said they are technically a two bedroom unit but function as a one bedroom den unit with a built up planted area and has more of what is called foundation windows and doesn't feel as exposed to the public street. He said unit lives like a one unit flat and has a supplemental den in the lower level. He said from the stairway they have access to a garage behind. He said there are two units on each side of the stairway stacked with each having a garage. He said this is an attractive module of a building type that will respond very effectively to having a flat with an attached garage. He said this building type has 100 percent attached garage. He said the other building types have back to back units, a stairway interior and access the units from the interior stairway with garages at the first level on the rear. He said for this building type 60 percent of the units have access to a garage.

Mr. Sullivan said the clubhouse does meet the requirement for a story and a half at 16.5 feet to the roof level of the building being a tall space being inspired by the Barcelona Pavilion with a very contemporary feel and is a signature of the center of the space.

Ms. Amorose Groomes asked if there was anyone from the general public that would like to speak to this application. [There were none.]

Ms. Amorose Groomes said there are discussion questions to be answered with several items to talk about with this application.

Ms. Newell asked about the tap fees and provisions with the private streets, how the streets would be maintained. She asked if they were told the streets had to be public streets what is the solution for them to build the property, and asked if they always have to have an additional tap fee.

Mr. Goodwin said according to the City of Columbus that is their requirement.

Ms. Newell asked if they did make a recommendation that they be private streets, how they would get maintained in the future.

Mr. Goodwin said it would be done through a maintenance agreement as part of a development agreement and that is something that they have discussed but still have to work out terms with the applicant.

Ms. Newell asked if the maintenance agreement was going to have the City maintaining the streets or that the owner will maintain the streets at public standards.

Mr. Goodwin said it has not yet been determined.

Ms. Newell said she really liked the presentation and the design of the building and the entry description and the way it is staged is creative and answers one of the things they are looking for in the Bridge Street Corridor with new development that is not the same thing that they have seen and appreciates the creativity. She said she likes the contemporary designs of the buildings but wondered whether it was too much of the same thing in the same area and doesn't know yet how she feels about that. She said she has a reservation as they move forward with the different buildings, that the first buildings constructed will have a tendency to set the architectural style for everything that comes down the road and is concerned at the mass of things and that there is a lot of repetitiveness to the elements within the building. She said she doesn't know if that is a bad thing, but is expressing something to consider as the development moves forward. She said the proposed streets did provide appropriate pedestrian and vehicle mobility and likes the profile that is coming down John Shields Parkway and how that street profile has progressed. She said she is okay with the potential waivers for the block size and knew that they looked at that once before and when she looked at the overall development and what is around it so she thought that the waivers were appropriate and didn't envision that every block that they are going to have is always going to fit within the grid. She thought having some variety between them is appropriate and was also appropriate to keep the connection with the greenway and is okay with the clubhouse at the "T" intersection. She said she liked the building and didn't think that it would overpower the greenspace and hoped that the greenspace would always have a very public feel to it. She said that even though it is a clubhouse and it would have the pool behind she wouldn't want other public that is not necessarily living in these properties to feel as though they were not invited to the greenspace. She said it is really important that every public space truly feel like they belong to the public and that is also going to create that traffic pattern from one area to another. She said they would stroll through this area if they felt comfortable walking down the streets and into the park and felt like it was a park that is an amenity to the community not just to the residents of the property here.

Ms. Newell said she would not call this a civic building because it is not a government building.

Mr. Budde said he was trying to recall the other project in this area and the number of units that was proposed. He said this is more units but is more in keeping with what they are trying to do with the vision of the Bridge Street Corridor Plan and really likes the project. He said while the other project was massive and did not do the blocks and streets as envisioned, this project does it almost 100 percent and agrees waivers would be appropriate and meets what is trying to be accomplished. He said his answer to all six feedback questions is yes.

Mr. Fishman said he worries about density and is concerned about parking and assumes that not all the residents are going to be single occupants and will be most likely couples.

Mr. Sullivan said the statistics are off the charts that this is a young professionals market with single occupancy. He said there may be some couples within this project but it will be a very small percentage and the project is weighted toward one bedrooms. He said they cannot impose the standard sized family with 2.5 kids to every housing type and he doesn't think that will be the case. He said there will be parking on the street and that is what they want to create an urban feel.

Ms. Amorose Groomes asked for the breakdown of units.

Mr. Sullivan said the one building type of 8 and 12 unit buildings are technically a 50/50 mix of one's and two's, but all the two's are really one bedroom dens, so they can arguably say 100 percent of them are one bedrooms. He said in the other building types they are roughly 25 percent two bedrooms. He said that shows them how heavily weighted it is to one bedroom types.

Mr. Goodwin said the on street parking is something they want to see used, if the on street parallel lanes are not used they have a potential impact of increased speeds because they have functionally wider

lanes, so they want to see some use of on street parking, but they applicant is also providing surface parking lots within the site as well.

Mr. Fishman said he worries about the density and asked if staff had the pictures that he requested.

Mr. Goodwin said they had spoken earlier in the day and Mr. Fishman suggested that Mr. Taylor might have some pictures, but they were unable to connect.

Mr. Taylor said he was out of the office and did not get the message.

Mr. Fishman said there is a similar development in Chicago and he is worried that like in Chicago parking will be a nightmare and had concerns about the architecture. He asked about sustainability and young professionals that would be able to walk to work and thought that would not be the case in Dublin.

Mr. Sullivan said they have a significant amount of young professionals that live downtown and commute to the suburbs and they want to live urban and they are creating an opportunity for those people to live in this community in an urban setting.

Mr. Fishman said because of the density the amount of cars that worries him and the waivers he cannot comment on because it is not worked out yet. He said this is not downtown and they need open space and less density. He asked about the quality of finishes on the inside of the buildings.

Mr. Sullivan said it will be condo specs.

Mr. Fishman said he thought it does meet the Bridge Street Corridor vision but he is worried about sustainability, parking and density.

Ms. Krumb asked if John Shields was wiping out the existing tree line.

Mr. Goodwin said a portion of the existing tree line is being incorporated into the greenway and some of it will be impacted by the location of the buildings but the plans show masses of trees being preserved and incorporated into the greenway.

Ms. Krumb said she still does not understand the purpose of the greenway.

Mr. Goodwin said it is for bike and pedestrian connection with a variety of different types of spaces. He said Parks and Open Space is working on a conceptual framework for different activity nodes and more naturalized areas throughout the entire length of this greenway.

Mr. Krumb asked if it would be more like a multiuse path.

Mr. Goodwin said it would likely include a multiuse path going through the greenway in addition to the cycle track along John Shields to provide an alternative, more recreational route.

Ms. Krumb asked if the undergrowth will be cleared if some of the trees are preserved.

Mr. Goodwin said a lot of analysis still needs to be done and the applicant will need to complete a tree survey, but the undergrowth would typically be cleared out and more formalized.

Ms. Krumb said the buildings to the south of the greenway seem to be drastically separated from the rest of the area and maybe the plans for the park will help.

Mr. Goodwin said the Code does anticipate this type of situation in some cases and they would like to treat open spaces like this like a street, so the building has to front the open space in the same way with a pedestrian walkway along the edge of the open space so it is still public realm in the same way the street is public realm. He agreed it is a very different look and feel then what would be with the building up to the street.

Ms. Kramb asked if the road that runs behind the buildings is considered an alley.

Mr. Goodwin said it would function like an alley or private drive.

Ms. Kramb said it does have a connection to the east but does not connect to the existing neighborhood to the south, but for the most part she thought they were connecting appropriately. She said she would like to see more information on the greenway. She said she is fine with the waiver to get around the legal language for the water taps as long as the city standards are maintained. She said the waiver for the block size is a tough one because they have a blank slate to work with. She said 580 feet is not a big difference and gets the argument of making the club house a focal point of the street. She said she thinks there is enough open space as long as they do not fence it off. She said she likes the architecture but does not want to see thirty buildings with the same architecture. She said she understands the use of other materials, but the overall footprint, height and massing is very similar and she would like to see more detail and variation.

Ms. Kramb said they needed to add diversity in the buildings. She said the clubhouse is not a civic building and she is fine with the building type but the height needs to be more appropriate to the surrounding buildings. She said she did some quick math on the parking with 444 parking spots in the whole development with 392 units seems really low and she is concerned where guests will park. She said she would like to have an explanation of how they are going to support guests, the occasional events at the club house and various parking situations.

Ms. Amorose Groomes asked how many parking spaces will there be total.

Mr. Goodwin said to meet the minimum parking requirement it would be 460 spaces and they are providing 466 spaces throughout the entire site including on street.

Mr. Underhill said the tone and the vision of the Code is to encourage pedestrian activity and to come in with a big parking lot would be a mistake and they will look to see if there is more opportunity to provide more public on street parking.

Mr. Hardt said when this packet landed on his porch he thought it was a pleasant surprise and this goes a long way toward achieving what they were trying to get when the Bridge Street Corridor was conceived and put together. He said it is not perfect and still there is work to do, but it definitely is on the right track. He said he does not have a problem with the parking or density because they spent two years looking at examples of dense urban environments such as Boston and Arlington Virginia and saying that is what they want and finds it disconcerting that now that it is in front of them they might chicken out. He said this is what the Bridge Street Corridor was conceived to bring and he thought they have to hold the course and let it play out.

Mr. Hardt said the street network is fine, the potential waivers for the public streets if determined by Engineering and Legal that it is the best way to do them he is okay because at the end of the day the public is not going to know or care what legal documents say who owns the street as long as it is done properly. He said the block sizes are being determined by what is there and Tuller Road is built and John Shields Parkway has to be there, so the block size is the block size and the whole point of waivers was for exactly situations like this. He said the open space is okay, and he agrees with Ms. Newell's comments and doesn't see the clubhouse as a civic building. He said in his mind a civic building is a publicly

assessable building that provides public services, which this is not it. He said he would like to see the building have some kind of architectural feature where the street terminates but it doesn't have to be a tower or something taller, just visually interesting. He said McCune Avenue is too humble of a street to have a tower at the end of it and thought the Code meant that for major public spaces. He said he likes the contemporary architecture and that they are getting creative design and different styles of living units and that they are getting away from fake old and instead look like buildings of their time. He said he is concerned with potential that it looks a little too much like an apartment complex and not enough like a neighborhood and that can be addressed with a little bit of variety, with options of different brick colors and maybe the answer is all the options, but he is concerned a little bit about the diversity.

Mr. Hardt said a couple big picture issues are the road sections and he is frustrated that there was a developer at the east of John Shields that said they didn't want cycletracks in front of their businesses because they thought it would be detrimental and there is another developer beginning the process at the west end proposing a street section and now a developer in the middle proposing a street section.

Mr. Goodwin said the applicant is proposing what staff told them they needed for John Shields Parkway.

Mr. Hardt said that was good and that Engineering and Planning needed to decide what John Shields Parkway should be from end to end and have it be the end of the discussion.

Mr. Hardt said hopefully someday there will be redevelopment at Dublin Village Center with and there is also a proposal for the west end down by the river that will have some commercial, but there will be a whole bunch of residential in the middle and no compelling reason to walk between the two of them unless you happen to live there. He said he would love a proposal like this to include some provisions for future commercial components such as the option along John Shields Parkway of squeezing in a coffee shop or mixed use.

Mr. Taylor said when he saw they were going to have a 392 unit apartment complex he imagined the worst and what was in the packet was far better than that and generally speaking he likes where they are headed with this project. He said he likes the architecture of the buildings but has concerns with variety. He said they need to stay where they are with style and form and thought buildings should represent their actual period styles. He said the packet was a great example of how interesting a hand rendering can be and how boring a CAD drawing can be. He said there is a lot of texture in all of the elements except for the large hardie panels and was concerned they go from a fine texture to a large scale texture very quickly and wondered if there is some way to get a finer grain to avoid such stark contrast.

Mr. Taylor said he enjoyed what was said about the layout of the buildings and appreciates how passionate Mr. Sullivan talks about the design. He said he thanked whoever was responsible for the context plan. He said the architecture of the buildings is great. He said he is not sure the arrangement of the buildings is defining the neighborhood correctly. He said they need to take a look at what a neighborhood needs to be and thinks the greenway is odd and doesn't work, and it would be better if they rotated the interior greenspace 90 degrees clockwise and pushed it down to John Shields Parkway they would accomplish a lot of good things. He said they would make the park publicly accessible and give the clubhouse a more prominent position. He said that would tie them together. He suggested they should design some buildings to have an option of future retail space such as general store or barbershop etc. serving a very large number of residents.

Mr. Taylor said the parking should be designed for just not quite enough parking and the idea is they want young couples to own one car and not two and if they work close by its all the better. He said that to deal with parking on the street the City may need a parking authority or metering along the streets.

Mr. Taylor said if they rotate the center of the development around they can deal with McCune Avenue and it would not be a dead end any more. He said they might be meeting the requirements of the Bridge Street District, but just technically, but are not meeting the real spirit of it or the planning goals. He said parts are good, but it is still an isolated development and what is really going to work is when they connect everything together. He said they need to find a way to open it up to the street somehow, with its own identity but with the open space on the public side. He also asked where air conditioners were going to be located.

Mr. Sullivan said they will be on the roof and he is not a fan of ground mounted or PTAC units for a lot of reasons. He said for areas of high density those do not contribute to the quality of the public space.

Ms. Amorose Groomes said she has two buckets of thoughts and one is about the district as a whole and what the consultants have told them and all the documents they have produced to date. She said it was an extensive and exhaustive process and they came back with a series of reports and page 19 of the Bridge Street Corridor Study says there is market opportunity for approximately 1500 housing units over the next 5 to 7 years, and they could be absorbed at a rate 223 per year. She said the vision report for the Tuller Greenway District talks about residential units at about 1,250 square feet and having the capacity for 550 of them in the Tuller/Greenway district. She said it is a sizable district and although she is not a land use or urban planner, they paid a lot of money to hire the consultants and this is the information they provided.

Mr. Goodwin said that staff still owes the Commission a summary of the more recent information about how much development has been planned for.

Ms. Amorose Groomes said she asked some Council members if their thinking of the district was different and the answer across the board was no and there is a project before them with 392 units on 17 acres and they just heard a case that had 360 units on a 120 acres and they cut them off of development until the proper infrastructure was built. She said she is not a transportation authority, but wonders how they originally felt like the maximum of this roadway connectivity pattern could support 1,500 units district-wide in all 8 districts of the Bridge Street Corridor, how they can now come to terms with nearly 800 units on 44 acres. She said they have of the 1,500 units that the consultants said was available within the district and they do not have a square inch of commercial or other services and she will not support any application until those questions were answered. She said she would like to see traffic studies and knows that people complain on a daily basis of the intersection of Tuller Road and Riverside Drive. She said there is one way east and west out of this place and it is State Route 161, and there is essentially one way north and south and that is Riverside Drive. She said they can put in a grid network system but when it dead-ends at the river and sawmill road and I-270 and along 161 it is not going to work.

Ms. Amorose Groomes said until that problem has been solved she will not support any application of this magnitude. She said it is not a reflection of the application and the parking is far more creative and done exceedingly better but is not all that different than sycamore ridge. She said there is a bunch of apartment complexes, with greenspace in the middle, and paths, but it is really not urban because it is not mixed use.

Ms. Amorose Groomes said they are getting so far out of balance and they have to be encouraging and creating applications that come in with some form of balance where there are services and other things that can happen here. She said she has been reading in the paper lately of people wanting to leave Polaris because of the traffic problems and they have a similar situation.

Ms. Amorose Groomes said she wants them to enter into this with firm convictions that they are not creating those kinds of scenarios and when they bring in applications that are so far out of balance that they have all the residential units and nothing commercial with it, it will create problems with them and

she believes every application that comes before this commission in this district should be mixed use in and of itself. She said otherwise they will be out of balance.

Ms. Amorose Groomes asked if there were more questions.

Mr. Sullivan said no.



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ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

NOVEMBER 7, 2013

ART Members: Steve Langworthy, Planning Director; Alan Perkins, Fire Marshal; Ray Harpham, Commercial Plans Examiner; Barb Cox, Engineering Manager; Fred Hahn, Director of Parks and Open Space; and Gary Gunderman, Planning Manager.

Other Staff: Rachel Ray, Planner II; Dan Phillabaum, Senior Planner; Justin Goodwin, Planner II; Flora Rogers, Administrative Assistant; and Laurie Wright, Staff Assistant.

Applicants: Linda Menerey, EMH&T; Brian Quackenbush, EMH&T; Kolby Turnock, Casto; and Brent Sobczak, Casto.

Steve Langworthy called the meeting to order. He asked if there were any amendments to the October 31, 2013, meeting minutes. [There were none.] The minutes were accepted into the record as presented.

CASE REVIEW

1. Pre-Application Review (Bridge Street District) – BSC Residential District & BSC Sawmill Center Neighborhood District – Casto Residential Development – Tuller Road & John Shields Parkway

Justin Goodwin said this is a request for non-binding review of a potential application for a 384-unit residential development and associated site improvements on a 17-acre parcel. He said the proposal includes new public street connections including the extension of John Shields Parkway and an associated greenway connection. He said the site is located on the south side of Tuller Road between Tuller Ridge Drive and Village Parkway. He explained that this is a request for pre-application review prior to submission of an application for Basic Plan Review in accordance with Zoning Code Section 153.066(C).

Mr. Goodwin explained that this request was introduced at last week's ART meeting and that this is still considered Pre-Application Review. He indicated that after meeting last week, staff had met to discuss the proposal and had identified a few areas of concern based on the preliminary analysis:

- *Architecture.* Mr. Goodwin stated that, based on the architectural renderings, there is not enough variety or diversity across the site. He said 29 buildings across with the same or very similar architecture could feel very monotonous and suggested character transitions be incorporated to provide variety. He noted suggested solutions, such as varying the roof forms using various styles and elements to help break up the mass of the buildings.

- *Breezeway Design.* Mr. Goodwin said that the breezeway design is a concern because it does not meet the intent of the principal entrance design requirements of the Code. He stated that an actual enclosed building entrance was preferred.

Ray Harpham stated that if the breezeways were intended to avoid the need to install sprinklers in the building, they may need to have them anyway given the number of units and the size of the buildings.

Mr. Goodwin continued with additional feedback on the proposal:

- *Street Network & Block Layout.* Mr. Goodwin said that the mid-block pedestrianway shown mid-way through the north/south blocks was good, but the length of these blocks exceed the maximum length per Code and would require a Waiver from the Planning and Zoning Commission. He said Planning and Engineering would like to see another neighborhood street running east/west through the site to break down the size of the blocks further. He said that the street could be a yield street and would provide street frontage for those buildings currently located interior to the blocks. He noted that the south block containing the greenway also exceeded the maximum block length, which would also require a Waiver, but there was a benefit to reducing the number of vehicular interruptions to the greenway.
- *Access.* Mr. Goodwin pointed out the proximity of the proposed alley access points with street intersections. He noted that a few on-street parking spaces would likely need to be eliminated. He suggested that different building footprints, such as an "L" shaped building, could help provide additional space between the intersections and driveway access points.
- *Open Spaces.* Mr. Goodwin said the addition of a new street would affect the amount of open space provided, but could allow for the interior courtyards to now have street frontage, which could allow those open spaces to count toward the requirement. Mr. Goodwin referred to the greenway shown along John Shields Parkway and commented on the proposed dimensions. He said that the dedicated greenway area was shown with an 80-foot width, measured up to the face of the buildings fronting on the greenway. He said that some private space should be preserved between the building fronts and the greenway, which would likely mean the greenway width would need to be reduced.

He said that reconfiguring the pocket parks would add diversity and variety. Mr. Goodwin noted the suggestion from last week's meeting about adding a pocket park in front of the clubhouse as a place to gather. He commented that additional thought needed to be given to the design of the greenway, since it should seamlessly connect to the portions to the east and west of the site. He noted that the City still needs to develop concepts for the character and landscape design details of the greenway.

Linda Menerey, EMH&T, stated there is flexibility for the open space configuration. She requested direction for the design of the greenway.

Fred Hahn asked about the character of the buildings and the overall landscape design intent. He said he was not satisfied with the greenway design currently shown on the plans, and the greenway should feel consistent.

Mr. Goodwin commented further:

- *Yield Street Design*. He said that the neighborhood street would have a 51-foot right-of-way, and that Planning and Engineering would provide typical section details.
- *John Shields Parkway*. Mr. Goodwin stated that adjustments were needed to the alignment of John Shields Parkway to the east of the site as it passes through the Byers property to the intersection with Village Parkway.

Ms. Menerey said the internal street reconfiguration would likely result in a loss of units. She asked how the greenway would be configured to the east, and how or whether units should be placed on the south side of the greenway in this area.

Mr. Goodwin referenced the Hobbes Landing street connection to Greystone Mews to the south, and said that it may need to shift slightly to be shown correctly.

Ms. Menerey asked about MI's involvement, and who was designing the Hobbes Landing connection.

Mr. Goodwin stated that the street connection related to the overall street phasing within the 17-acre site, as well as for fire access. He asked if Hobbes Landing was part of the next phase. He said that when the Basic Plan is brought forward to the Planning and Zoning Commission, they will need as much context as possible to understand how the phasing is anticipated. He added that the Commission will also be required to review any proposed Waivers, including to the proposed block sizes if necessary, and that the Waivers should not be viewed as guaranteed or necessarily supported by the ART at this time.

Ms. Menerey said she was concerned with the potential for very tight turning radii if the blocks were broken down further, which would complicate fire access.

Alan Perkins said the fire trucks were not likely to require alley access, and the block layout should provide adequate fire access to the buildings.

Barb Cox pointed out that it will depend on how the buildings are laid out.

Mr. Goodwin concluded that at this point, staff's preliminary feedback had been covered. He asked the applicants if they had any questions about the initial comments.

Ms. Menerey said that the project architect, Joe Sullivan, was unable to attend, but he had already begun to rethink the larger buildings. She thought there may be concerns with adding doors to the breezeway buildings, but they would look into the comments related to the buildings.

Steve Langworthy said the project feels very suburban at this stage, mainly because of the number of buildings shown of the same architectural character. He stated that variation among the blocks will be critical, and the lack of diversity is a problem.

Mr. Goodwin clarified that it is not necessarily the contemporary design of the buildings that is concerning, but the sameness of all buildings.

Mr. Langworthy suggested creating small neighborhoods and a different feel for each one.

Ms. Menerey asked if the desire for diversity also needed to be reflected in the pocket parks.

Mr. Goodwin said if they were linked together as pedestrianway concept, a more coordinated design may be appropriate, but if they are split up, he suggested that they differ from one another.

Mr. Hahn agreed that symmetry appeared to be a theme in the current plans.

Kolby Turnock, Casto, asked for clarification for providing diversity within the blocks.

Mr. Goodwin suggested that the desire was for a unique character for each street, as perceived by pedestrians at the street-level, as opposed to opposite sides of one block having the same character.

Mr. Langworthy asked each ART member to provide initial feedback on the proposal.

Mr. Perkins said he liked the street network, but more detail would be necessary as the project advances. He said the number of buildings would require close attention to hydrant placement and spacing. He would also need more information about the street phasing.

Mr. Harpham commented that three levels of flats would likely require fire suppression, but he would check the Building Code. He added that each unit may also require an independent means of egress.

Mr. Turnock stated he would have Joe Sullivan research these Building Code comments further.

Mr. Goodwin referenced the minimum finished floor elevation requirement, which states that units were required to have their first floors a minimum of two and a half feet above the sidewalk, with entrances to common spaces being the exception. He stated that a reconfigured site plan could afford opportunities to provide the accessible units in appropriate locations to reinforce the objective of maximizing privacy from the street level.

Ms. Menerey asked whether buildings could have frontage on an open space, and how that would affect the building's required building zone.

Mr. Goodwin clarified that buildings can front an open space.

Mr. Harpham suggested alternative roof forms be used to help break up the building massing. He said that contemporary architecture was not the problem but variations on the theme were necessary.

Mr. Goodwin recommended that they consider including some more traditional styles or design elements in addition to the contemporary style.

Mr. Turnock stated that Casto has a variety of building types to choose from.

Mr. Hahn said he is concerned with the character of the John Shields Parkway greenway, and

how it will be phased. He said some additional thought internally needed to be given to the greenway.

Ms. Cox commented on the alignment of John Shields Parkway to the east, which Mr. Goodwin had referenced earlier. She said that cycletracks would be needed on John Shields Parkway, and EMH&T has the dimensional requirements for these. She said that for the 65-foot right-of-way streets, more detail on the parallel parking spaces and intersection design would need to be considered. She asked the applicants to begin thinking through stormwater management, trash collection, and water lines once the streets are laid out.

Brian Quackenbush, EMH&T, said that they had begun looking at pervious pavement in the parallel parking spaces, and linking stone layers beneath the parking and open spaces. He said they were also looking at options to provide a StormTech layer instead of stone. He said there was no good outlet for stormwater, and a stormwater line extension was probably necessary with John Shields Parkway.

Ms. Cox noted the storm sewer on Tuller.

Mr. Quackenbush stated that his biggest concern is water. He said that Columbus has not allowed private water lines to cross under public streets. He said that this presents serious issues with master metering, and alternatively, requiring separate tap fees would be very expensive.

Mr. Turnock asked about the possibility of providing the streets within public access easements, designed to public street standards, and not actually dedicating the right-of-way.

Mr. Goodwin stated that this approach was not ideal.

Mr. Quackenbush said he is meeting with Columbus next week to discuss this issue further.

Mr. Langworthy reiterated that altering the architectural character of the buildings and adding streets will help improve the plan. He asked if there were any further questions or comments.

Mr. Goodwin reiterated the next steps in the process and said he will provide a written summary of these comments next week.

Mr. Langworthy asked if there were any further comments regarding this application. [There were none]. He thanked the applicant.

2. 13-107MPR – BSC Sawmill Center Neighborhood District – Christoff Retail Center – 6465 Sawmill Road

Mr. Goodwin said the applicant is not here today; they will be resubmitting plans. He said the new target determination will be November 21, 2013.

ADMINISTRATIVE

Mr. Langworthy asked if there were any further items of discussion. [There were none.]
The meeting was adjourned.



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ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

OCTOBER 31, 2013

ART Members: Steve Langworthy, Planning Director; Alan Perkins, Fire Marshal; Ray Harpham, Commercial Plans Examiner; Barb Cox, Engineering Manager; Fred Hahn, Director of Parks and Open Space; and Dave Marshall, Review Services Analyst.

Other Staff: Rachel Ray, Planner II; Dan Phillabaum, Senior Planner; Justin Goodwin, Planner II; Jordan Fromm, Planning Assistant; Flora Rogers, Administrative Assistant; and Laurie Wright, Staff Assistant.

Applicants: Thomas Beery, Thomas Beery Architects Inc.; Chris Christoff; Jackie Trucco, Ivy Bridal Studio; Steve Moore, Moore Signs; Linda Menerey, EMH&T; Kolby Turnock, Casto; and Joe Sullivan, Sullivan Bruck Architects.

Steve Langworthy called the meeting to order. He asked if there were any amendments to the October 24, 2013, meeting minutes. [There were none.] The minutes were accepted into the record as presented.

PRE-APPLICATION CASE REVIEW

1. Pre-Application Review (Bridge Street District) – BSC Residential District & BSC Sawmill Center Neighborhood District – Casto Residential Development – Tuller Road & John Shields Parkway

Justin Goodwin said this is a request for non-binding review of a potential application for a 384-unit residential development and associated site improvements on a 17-acre parcel. He said the proposal includes new public street connections including the extension of John Shields Parkway and an associated greenway connection. He said the site is located on the south side of Tuller Road between Tuller Ridge Drive and Village Parkway. He explained that this is a request for pre-application review prior to submission of an application for Basic Plan Review in accordance with Zoning Code Section 153.066(C).

Mr. Goodwin explained that the purpose of the pre-application review meeting is to provide the applicant with a non-binding and informal review of the development proposal, including application review procedures. He noted that the proposal contains a hierarchy of streets that is composed of public connector streets and neighborhood streets, which are generally consistent with the street network shown in the Bridge Street District plans. He noted that on and off-street parking is included in this proposal.

Linda Menerey, EMH&T, described the open spaces included in the proposal, including pocket parks and courtyards. She said the applicant understood that the courtyards without frontage on a public street will not qualify as meeting the open space requirements.

Ms. Menerey provided an overview of the proposed street network. She said she would like further direction on connecting the eastern-most north/south street through the Greystone Mews neighborhood to the south, but since that road would happen on the adjacent property to the east, it is not part of this future application.

Mr. Langworthy asked about the proposed block dimensions, and if any of the blocks were expected to exceed the maximum block dimensions.

Mr. Goodwin noted that some of the north/south block lengths may exceed the 500-foot maximum, but the overall maximum perimeter block length would not be exceeded.

Ms. Menerey provided an overview of the greenway connection.

Mr. Goodwin noted that further discussion on the greenway connection and its design would be necessary before the project proceeds.

Joe Sullivan, Sullivan Bruck Architects, described the proposed apartment building types, which were planned in three different configurations containing eight, twelve, or twenty units each. He explained that the proposed building materials included brick, HardiePanel, and siding. He pointed out that garages will be accessible from private alleys, while the front of the buildings along the principal streets will include elevated living spaces above the street on the first level. He said that retaining walls were shown around the front of the buildings to provide an accent on the front façade and help separate the public and private spaces. Mr. Sullivan stated that the architectural theme involved a modern, geometric composition of forms, and colors can be used to differentiate the buildings. He said that cementitious siding will be used in a contemporary manner.

Mr. Sullivan provided a detailed overview of the proposed unit configurations. He stated that townhouses were expected to be approximately 1,200 square feet, and flats would be around 800 square feet. He described the proposed "breezeway" configuration of the buildings, where units were accessed from a common stairway that was not fully enclosed.

Mr. Langworthy confirmed with Mr. Sullivan that the outside doors would be secured.

Mr. Langworthy asked if the proposed windows are recessed into the siding material.

Mr. Sullivan stated that there are a variety of window designs that establish a shadow line to accentuate the geometric theme, and that many of these designs incorporate a recessed window element.

Mr. Goodwin asked how long the 20-unit buildings were anticipated to be.

Ms. Menerey confirmed they will be approximately 150 feet long.

Mr. Goodwin asked if there are entrances along the street façade, and noted that a breezeway may not be enough to meet the building entrance requirements of the Code.

Mr. Sullivan said that the design is conceptual and adjustments could be made following the ART's feedback.

Mr. Goodwin noted that the long blocks are approximately 580 feet in length, and the Bridge Street Code allows for a maximum of 500 feet. He observed that this similar situation occurred with the Edwards development proposal earlier this year, and that the proposed block length had been approved by the Planning and Zoning Commission through approval of a Waiver.

Ms. Menerey noted that a few of the pocket parks shown in the proposal are just under the tenth of an acre requirement, but agreed that there may be other areas on the site where the requirement could be provided.

Ms. Menerey asked if hanging bike storage could count towards the bike parking requirement.

Mr. Goodwin agreed that hanging bike storage could potentially count, as long as other publicly accessible bike parking facilities were provided throughout the site.

Mr. Langworthy said there may be concerns with the lack of a strong terminal vista at the end of the north-south streets within the development, and more vertical elements to meet this code requirement may be necessary.

Mr. Goodwin said that there are architectural and building variety requirements in the code, and that the applicant should develop a palette of building options that meet these code requirements.

Mr. Goodwin reiterated that this Pre-Application Review was an introduction, and the applicant planned to return to next week's Administrative Review Team meeting for further discussion. He said that following next week's ART meeting, written comments would be provided to the applicant within 10 days.

Mr. Langworthy asked each ART member to provide initial feedback on the proposal.

Alan Perkins noted potential concerns with fire access until the phasing of the connection to Hobbes Landing and Greystone Mews was implemented. He stated that the furthest south east-west alley may have width and maneuverability issues.

Barb Cox suggested altering the parking layouts and noted they would need to provide handicap parking in the parallel spaces. She was also concerned with how John Shields Parkway would connect. She mentioned that Engineering would like to see decentralized stormwater management systems as much as possible. Ms. Cox suggested that the applicant consider providing a small pocket park in front of the clubhouse to serve as a gathering space and help meet the open space requirements.

Mr. Sullivan said they would consider the modifications to the pocket parks, and agreed to look at the on-street parking.

Ms. Menerey stated that she would be prepared to discuss Stormwater at the next Administrative Review Team meeting.

Mr. Langworthy asked if there were any further comments regarding this application. [There were none]. He thanked the applicant and stated that this project would be on next week's meeting agenda.