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PLANNING AND ZONING COMMISSION

MEETING MINUTES

AUGUST 7, 2014

AGENDA

1. Avondale Woods **Avery Road**
12-084Z/PDP/PP **Rezoning/Preliminary Development Plan (Approved 7 – 0)**
Preliminary Plat (Approved 7 – 0)

2. Bridge Park East – Mixed-Use Development Project
Riverside Drive and W. Dublin-Granville Road
14-070BPR/PP **Basic Plan Review (Approved 7 – 0)**
Preliminary Plat (Approved 7 – 0)

3. Perimeter Center, Subarea C – The Spa at River Ridge **5555 Wall Street**
14-072AFDP/CU **Amended Final Development Plan (Approved 7 – 0)**
Conditional Use (Approved 7 – 0)

The Chair, Chris Amorose Groomes, called the meeting to order at 6:30 p.m. and led the Pledge of Allegiance. Other Commission members present were Victoria Newell, Richard Taylor, Amy Kramb, John Hardt, Amy Salay, and Todd Zimmerman. City representatives present were Steve Langworthy, Gary Gunderman, Jennifer Readler, Alan Perkins, Claudia Husak, Rachel Ray, Joanne Shelly, Devayani Puranik, Dana McDaniel, Paul Hammersmith, Terry Foegler, Logan Stang, Andrew Crozier, Nikki Martin, and Laurie Wright.

Administrative Business

Motion and Vote
Mr. Taylor moved, Mr. Zimmerman seconded, to accept the documents into the record. The vote was as follows: Ms. Amorose Groomes, yes; Ms. Kramb, yes; Mr. Hardt, yes; Ms. Newell, yes; Ms. Salay, yes; Mr. Zimmerman, yes; and Mr. Taylor, yes. (Approved 7 – 0)

Motion and Vote
Ms. Kramb moved, Ms. Newell seconded, to accept the June 19, 2014, meeting minutes as amended. The vote was as follows: Mr. Taylor, yes; Mr. Hardt, yes; Mr. Zimmerman, yes; Ms. Salay, abstain; Ms. Amorose Groomes, yes; Ms. Newell, yes; and Ms. Kramb, yes. (Approved 6 – 0 –1)

Motion and Vote
Ms. Kramb moved, Mr. Zimmerman seconded, to accept the July 10, 2014, meeting minutes as amended. The vote was as follows: Ms. Amorose Groomes, yes; Ms. Kramb, yes; Mr. Hardt, yes; Ms. Newell, yes; Ms. Salay, yes; Mr. Zimmerman, yes; and Mr. Taylor. (Approved 7 – 0)

Ms. Amorose Groomes said there were two cases on the consent agenda, Spa River Ridge and Avondale Woods but both Ms. Kramb and Mr. Zimmerman had questions on the Avondale Woods case so it was pulled. The Chair determined the cases would be heard in the following order: Spa at River Ridge,

Avondale Woods, and Bridge Park East. She briefly explained the rules and procedures of the Planning and Zoning Commission. [The minutes reflect the order of the published agenda.]

1. Avondale Woods **Avery Road**
12-084Z/PDP/PP **Rezoning/Preliminary Development Plan/Preliminary Plat**

The Chair Chris Amorose Groomes introduced this application for a request for a new residential subdivision with a maximum of 360 single and multiple family units on 120 acres on the west side of Avery Road, south of the intersection with Rings Road. She said the Commission will forward the recommendation on this to City Council. She said two motions are required: 1) Rezoning and Preliminary Development Plan; and 2) Preliminary Plat. She asked the two members that had questions if they needed a presentation. Ms. Kramb and Mr. Zimmerman both said they did not need a presentation as they just had a series of questions for clarification. The Chair asked if anyone else needed to see a presentation. [There were none.]

Amy Kramb inquired about the fence height. She said she could not find any reference to a fence in the development text but in the Planning Report there is a six-foot fence mentioned for along the railroad tracks.

Claudia Husak said it can be found in the buffering landscaping section.

Ms. Kramb said it mentions six feet of "screening" that can include a fence but it does not mention the height of the fence. It was stated that since there is no mention of a maximum height for a fence, a discussion ensued among the members and staff that included all the different fences and buffering in the different areas of this site.

Ms. Kramb also inquired about the development text that allows for entry signs at every subarea but it does not specify the number or size of signs.

Ms. Kramb said there was no mention anywhere about tree replacements and asked if Code was just being followed to which Ms. Husak agreed.

Ms. Kramb said because this is going to be in phases, and Scarlet Lane is stopping to the north and to the west, she is curious as to how those roadway ends would be treated.

Todd Zimmerman referred to page 11 of the Planning Report. He questioned the limit of 185 units when the road network is in place.

Ms. Husak said there was a phasing plan on page 12 in the development text and Phase 1 was identified as the attached residential just north of the entrance. She said Phase 2 is the single-family lots around the central green. She thought that the 185 were all single-family units and this multi-family.

Mr. Zimmerman referred to Subarea B and asked how many one-car garages are in the plans.

Ms. Husak said she did not have that information at this time. She said the development text requires two-car garages for all of the three-bedroom units but how that is mixed up is not known.

Mr. Zimmerman inquired about the windows to carry a grid pattern throughout and wanted to make sure it was for all four sides of the single-family units and not just the front.

Ms. Amorose Groomes invited the applicant to approach the podium and begin by stating their name and address for the record.

Linda Menerey, EMH&T, 5500 New Albany Road, New Albany, Ohio, 43054, said she wanted to split the four issues mentioned: fencing, entry signs, tree replacement, and street phasing. She wants to talk through the fencing to get a consensus. She said they are going to do tree replacement. She asked if the street phasing was answered.

Ms. Kramb said she got the phasing and was more curious about the termination treatment but understands that will come up at the Final Development Plan (FDP).

Ms. Menerey asked if it was ok that it was decided at FDP and Ms. Kramb said she was comfortable with that.

Ms. Menerey confirmed there is a mix of garages and encouraged Mr. Zimmerman to look at the plan. She said their client, Jim Lipnos has agreed with the window grid pattern on all four sides.

Ms. Menerey asked to discuss the fencing issue. She asked if the Commission was ok with mounding/fencing of a minimum of 6 feet and maximum of 8 feet, the applicant was in agreement with that. She offered this be left for the FDP.

Ms. Amorose Groomes suggested this be decided later.

Victoria Newell suggested adding one line that states the fence as an individual component cannot exceed a height of six feet to which everyone agreed to the solution.

Mr. Zimmerman asked who was responsible for the maintenance of the fence.

Ms. Menerey said it was the applicant.

Chris Cline, applicant, said they are comfortable with the Commission passing on this until the FDP but would like flexibility to do a good quality job.

Ms. Amorose Groomes concluded that the Commission would like to see the whole plan at the Final Development Plan and asked if Ms. Husak could write the conditions based on their discussion.

Ms. Kramb inquired about patios and where they could possibly be placed.

Ms. Menerey said this goes back to the 2010 – 2012 period when they finally got some footprints in front of the Commission. She said those units are double-sided. She said as seen on the site plan, they feel like a two-sided unit and explained further what she meant. She said the front is not intended to have a six-foot fence but a four or six foot fence could go on the back for a little privacy.

Ms. Kramb noted that when driving by, all that would be seen are the garages and privacy fences.

Ms. Menerey asked the Commission if they would prefer a four-foot fence be stipulated.

Ms. Amorose Groomes stated that before they are willing to issue the ability for fences, they want a lot more detail and again is in favor of deciding at the FDP to which Ms. Menerey agreed that a condition should be written to state that.

Ms. Husak summarized that the condition should state that any kind of exterior amenities, including patios and fences, will be part of the Final Development Plan to which everyone agreed.

Ms. Menerey referred back to the entry feature issue.

Ms. Kramb thought there should be a limit to the size and numbers of these entry features.

John Hardt thought it would fall under the same conversation as the site amenity statement.

Mr. Cline said their intent was not a large intrusive sign but one that tastefully identified the neighborhoods.

Amy Salay suggested something should be written so that any materials used must be of natural quality to endure the elements and not burden the neighborhoods with all the open space they will need to maintain.

Both Ms. Kramb and Mr. Zimmerman stated all their questions were answered satisfactorily.

Ms. Salay asked what parts of this development are going to be maintained and deeded to the City as public parkland and what is going to be private.

Mr. Cline said there is a table in the text that spells out who owns what and who maintains everything.

Ms. Salay said there are very few homes that are required to maintain a large amount of open space in a couple different areas of our community. She said when things are decided at Commission, they do not know how it will all shake out and how much it will cost to maintain this private open space. She said neighborhoods find themselves burdened with high fees and struggle to maintain these areas. She thought the way it is written opens it up to too much interpretation.

Ms. Amorose Groomes referred to the table and stated which areas were owned by the City but the maintenance on the various areas differed.

Ms. Salay maintained it could still be problematic. She asked if Mr. Hahn, of Parks and Open Space, could consider what the City is going to be doing and what it is the private sector is supposed to be doing so that it could be spelled out - how areas are to be maintained and if it would come back to Council.

Ms. Husak said Mr. Hahn did send a mark-up map to staff that was forwarded to the applicant.

Ms. Amorose Groomes asked if there were any further questions or concerns from the Commission. [There were none.] She asked the public to speak with respect to this application. [Hearing none.] She asked Ms. Husak to reveal the conditions.

Ms. Husak said there would be two motions: 1) Rezoning and the Preliminary Development Plan; and 2) Preliminary Plat. She said for the first motion there were 10 conditions and noted the first 8 on a slide with no changes. She said conditions 9 and 10 were retained from the Planning Report. She said conditions 11 through 15 were added per the discussion:

11) That the development text be revised to require a divided light grid pattern for all windows on all four sides of the buildings of all subareas;
12) That the development text be revised to limit the height of a fence if used as part of the landscape buffer to six feet;
13) That the western buffer along Subarea A not be permitted to include a fence;
14) That all details for outdoor amenities including decks, patios, and or fences for the multiple family units be included for approval at the Final Development Plan stage; and that the development text be revised to reflect this requirement; and
15) That the entry feature details be submitted for approval at the Final Development Plan stage for each section and also that the development text be revised.

Ms. Amorose Groomes asked the applicant if he agreed to those 15 conditions as amended.

Mr. Cline agreed.

Motion and Vote
Ms. Kramb moved, Mr. Hardt seconded, to recommend approval of the Rezoning/Preliminary Development Plan with 15 conditions:

1) That the development text be revised to eliminate a fence as an option to indicate demarcations between open spaces and rear lot lines and require their approval at the Final Development Plan stage;
2) That the development text be revised to address unit separation and require a minimum distance between units of at least 12 feet required for all multiple-family subareas;
3) That the front setbacks for Lots 37 through 40 to be separately addressed in the development text;
4) That the development text be revised to require front-loaded garages to be located behind the front façade of the home;
5) That the applicant continues working with Engineering on the roundabout design details in Subarea D, prior to submitting for a Final Development Plan;
6) That the applicant works with staff to further review the proposed street names for the development;
7) That Lot 58 be eliminated from the proposal;
8) That the development text be revised to eliminate vinyl as a permitted primary building material;
9) That the roundabout center and splitter islands be included as HOA maintained reserves on a plat; and
10) That the applicant enters into an infrastructure agreement with the City, prior to submitting the first Final Development Plan, for the development thresholds and public project contributions and that the infrastructure agreement details be referenced in the development text.
11) That the development text be revised to require a divided light grid pattern for all windows on all four sides of the buildings of all subareas;
12) That the development text be revised to limit the height of a fence if used as part of the landscape buffer to six feet;
13) That the western buffer along Subarea A not be permitted to include a fence;
14) That all details for outdoor amenities including decks, patios, and or fences for the multiple family units be included for approval at the Final Development Plan stage; and that the development text be revised to reflect this requirement; and
15) That the entry feature details be submitted for approval at the Final Development Plan stage for each section and also that the development text be revised.

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

Motion and Vote
Ms. Kramb moved, Mr. Hardt seconded, to recommend approval to City Council for the following Preliminary Plat with one condition:

1) That the plat be revised to include the roundabout center and splitter islands as reserves and a table listing each reserve size and intended maintenance responsibility.

Mr. Cline agreed to the condition as written in the staff report.

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

2. Bridge Park East – Mixed-Use Development Project
Riverside Drive and W. Dublin-Granville Road
14-070BPR/PP **Basic Plan Review/Preliminary Plat**

Chair Chris Amorose Groomes introduced this application for a request for a preliminary review for seven new blocks for future development on approximately 30.9 acres, in addition to new public rights-of-way for a future mixed-use development on the east side of Riverside Drive, south of the future John Shields Parkway, west of Tuller Ridge Drive, and north of West Dublin-Granville Road.

The Chair swore in anyone intending to address the Commission on this case.

Rachel Ray presented the aerial photo that shows the site, which is on the east side of the 'to be relocated' Riverside Drive, south of the 'now under construction' John Shields Parkway, west of Tuller Ridge Drive and the connector roadway to Dale Drive, and north of W. Dublin-Granville Road.

Ms. Ray said given this project's size and complexity, there are a number of aspects related to this project and the properties involved that will be addressed as part of the upcoming development agreement. She said resolution is expected before all final development approvals can be secured. She said one of the elements related to the real estate matters associated with this project relates to the existing COTA Park and Ride site on the north side of Dale Drive. Given the future roadways planned in this area, she said the City has taken the lead to work out an agreement with COTA on the land development and also identify potential locations for an alternative facility that would maintain consistent services for their ridership. Ms. Ray said the applicant for the Bridge Park project erroneously submitted an application form that suggested they had authorization to file an application on behalf of COTA. She said Staff is making it clear on the website that COTA is not a party to this application. However, she said COTA is involved in separate discussions with the City on development-related matters.

Ms. Ray said Dublin City Council has not approved a development agreement for this site, though it is in the works. She said Staff is working with the developers as well as the property owners adjacent to this site and finalizing the development agreement is a condition of approval recommended by Planning.

Ms. Ray gave a brief overview of her presentation. First, she said she will provide a background on the development context and everything that has happened regarding this site, leading up to the case that is before the Commission this evening. She said she would also provide an overview of the review and approval process and what the Commission can expect to see with future applications. She said she would next provide an overview of the applications that are before the Commission this evening, which include the Basic Development Plan, as well as the Preliminary Plat. Then, she said she would provide a brief overview of the recommendations that the ART has made to the Commission, followed by the summary of the recommendations that are made. She reported a total of four motions will be required.

Ms. Ray said the first step in the process is a City-sponsored Zoning Code Amendment and Area Rezoning of land that includes the project area. She said previously, the project area was a series of separate parcels with three different zoning district classifications that are now going to be included in a single neighborhood zoning district designation. She presented the project area outlined in red in the proposed zoning map as well as the proposed neighborhood district graphic that is associated with the Zoning Code Amendment. She reported on July 10, 2014 the Planning and Zoning Commission recommended approval to City Council for both the Area Rezoning as well as the Zoning Code Amendment. She said both items are scheduled for a first reading by City Council on August 11, 2014. She stated another one of the conditions on tonight's application is subject to Council's approval of the zoning actions related to this area.

Ms. Ray said in terms of process, the purpose of this application for Basic Development Plan Review is to evaluate, at a conceptual level, the cohesiveness of the framework that will enable the Bridge Park East

mixed-use development. She stated the application includes an analysis of the project based on the Principles of Walkable Urbanism and the Community Plan's (Bridge Street District Area Plan) objectives for this area. She said the development framework included with the Basic Development Plan sets the tone for the public realm, which is comprised of the street network and block layout. She said the Development Plan also establishes lots and parcels for development. She reported the applicant has begun to conduct a preliminary analysis of the applicable placemaking foundations described in the BSD Scioto River Neighborhood zoning district requirements. She emphasized this application is not intended to provide a determination on all project details associated with the public or private realm; further details will be determined at the Development Plan Review, Basic Site Plan/Site Plan Reviews, and Final Plat stages.

Ms. Ray explained the next step following this application is the Development Plan Review to determine the detailed elements of the public realm, which Staff expects to generally correspond with the timing of the Final Plat (first section). She said Preliminary and Final Plats require review and approval by the Planning and Zoning Commission as well as City Council.

Ms. Ray said the applicant may then proceed with filing an application for Basic Site Plan Review, which is a higher level, conceptual look at the above-ground elements of the project: the buildings, site, landscape, parking, signs, and architecture. She said the last step prior to building permitting is the Site Plan Review, which is a highly detailed review of all those above ground elements just mentioned.
Ms. Ray began presenting an overview of the proposed Basic Development Plan (BDP) that includes:

- A grid street network;
- Seven development blocks (Blocks A, B, C, D, F, G, H) subdivided by private access drives and mid-block pedestrianways (Block 'E' is the designation currently applied to land north of John Shields Parkway, east of Riverside Drive, and is not included with this application);
- Three new public streets (Broadstone Avenue – *referred to Park Avenue in the past*, Tuller Ridge Drive, Mooney Street);
- A future mixed-use shopping corridor designated along portions of Broadstone Avenue and Riverside Drive; and
- A Preliminary Plat for the project site that includes the reconfiguration of rights-of-way for John Shields Parkway and Riverside Drive and the necessary vacation and reconfiguration of the right-of-way for the east/west portion of Dale Drive.

Ms. Ray stated that potential street names have been applied to all proposed streets; final street names will be determined prior to City Council review of the Preliminary Plat.

Ms. Ray said the Code analysis for the BDP centers on three main sections in the BSD zoning regulations, the first of which being Code Section 153.060, the <u>Lots and Blocks</u> requirements. She explained this section includes maximum dimensional requirements for block size, requirements for access, and mid-block pedestrianways. She explained that five of the blocks meet the block size requirement – not exceeding 500 feet on any one side, nor the entire perimeter exceeding 1,750 feet. However, she said two of the blocks on the north side of the project area *do* exceed that requirement; therefore, Waivers are required. She indicated the intent of the maximum block length provisions is to prevent the creation of 'superblocks' to adequately distribute traffic and provide pedestrian permeability through the development. She explained that because the development does include the series of private drives, block size is measured from right-of-way to right-of-way and because the private drives break up the blocks, Planning believes the intent of the requirement is met. She summarized, for the two Waivers requested for those two blocks, approval is recommended. She said the proposed 80-foot greenway along the south side of the John Shields Parkway right-of-way also adds to the length of the blocks, creating a special circumstance.

John Hardt inquired about the revised Code language for this new BSD Scioto River Neighborhood District that the Commission voted on several weeks ago that included a provision that said if there is a private

street going through a block that is constructed, then it should be used to measure block size. He asked if they are being asked to consider these Waivers simply because the new regulations are not yet applicable.

Ms. Ray said that the Code provision that Mr. Hardt is referencing was intended to apply only to the block adjacent to the roundabout.

Mr. Hardt noted the specific paragraph that addresses the block on the roundabout and noted a separate paragraph that says "…for the purposes of measuring block length, the limits of private street sections designed and constructed to public street standards in the final development plan shall be used in lieu of right-of-way" – under the whole subheading of calculating block length. He said he wanted to understand why they were approaching things the way they are. In his opinion, he said if that language were enforced today, it would effectively result in those private streets dividing the blocks that currently exceed the requirements, and a Waiver would be unnecessary.

Ms. Ray said she would check the language, but ultimately, the block size is something Staff supports. Ms. Ray presented a graphic that showed mid-block pedestrianways that would be provided through the blocks that require them due to their lengths exceeding 400 feet.

Ms. Ray said the second main section of the BSD Code analysis is Code Section 153.061, Street Types. She presented an illustration of the street families and bicycle facilities. She explained that many of the elements of the street network map depicted in the Code were incorporated into the Thoroughfare Plan, which was updated last summer. She pointed out the regional roadways indicated on the map with the expectation that as development occurs, the neighborhood streets would fill in consistent with the Lot and Block requirements and Street Type requirements of the Code. She pointed out the proposed District Connector streets, which are also principle frontage streets (the "front doors" of the project) as well as the Neighborhood Streets. Again, she said this project involves a combination of a public and private street system. She stated the existing streets bordering this development will not be dedicated as part of this project but will include minor right-of-way adjustments, lot line adjustments, and other adjustments to better coordinate with the project, now that a preliminary design has been established. She explained that includes Riverside Drive, John Shields Parkway, and the Dale/Tuller connector. She added many of the neighborhood streets shown on the plans are going to be privately owned with public access easements. She said several of the streets are going to be constructed over below-grade parking, which she pointed out on the slide. She said the intent for the private drives is that they are to be constructed as a seamless extension of the public street network. The pedestrians, she said, should not notice a difference between the public and private streets. She said long-term maintenance, serviceability, and access elements will be addressed through the Development Agreement. She indicated that Planning recommends the Reserve 'I' private drive is dedicated as public right-of-way to accommodate fire access for that portion of the site.

Ms. Ray noted the Bicycle Facilities. She referred to the cycletrack network map that was presented to City Council as part of their recent streetscape discussions and pointed out the typical section for Broadstone Avenue. She asked the Commission to focus on the one-way, five-foot-wide cycletrack proposed on each side of the street to connect into the regional network. She said as this bicycle facility transitions over to Riverside Drive, it turns into one, two-way, eight-foot-wide cycletrack. She said they expect there to be bicycle facilities in the park as well but as far as the cycletrack goes, it is a continuation of the network that will be provided along this side of Riverside Drive, adjacent to the project, leading up to John Shields Parkway.

Ms. Ray said another aspect of the street network is to identify potential locations for transit stops and other related infrastructure as the development progresses, and Planning has added a condition that the applicant continue to work with the City and other interested parties.

Ms. Ray said the third and final section of the BSD Code analysis for Basic Development Plan Review is Code Section 153.063, the Neighborhood District Standards. She said consideration of this section includes placemaking elements such as the shopping corridor, the pedestrian-oriented streetscape, street terminations of the terminal vistas, as well as gateways, and in the future, sign plans and the distribution of open space. She presented a conceptual graphic that the applicant prepared to start thinking about how the private development is going to interface with the public realm but said the applicant would want to speak to this more in their presentation. She focused on the shopping corridors from her slides that showed portions of "Broadstone Avenue" and Riverside Drive. She said the Neighborhood Standards require a minimum of 12 feet of clear sidewalk area, so between the six-foot-wide sidewalk and the five-foot-wide cycletrack area, that totals 11 feet provided within the right-of-way. Therefore, she said the applicant would need to provide one additional foot within the Required Building Zone area, outside of the right-of-way. Again, she expects this to be heavily coordinated with the location of public open spaces with the pocket plazas as well as the private open spaces such as seating areas, restaurant patios, etc.

Amy Kramb inquired about the rendering provided in the Commission's packet. She requested confirmation that any portion of the building footprints and uses shown on the left-hand side of the rendering (toward the northern portion of the project) is conceptual and not before the Commission for a decision on the uses and layout. Ms. Ray said that was indeed correct; the focus is on the public realm and street network.

Ms. Ray explained the Preliminary Plat portion of the project. She said this development involves the subdivision of land as multiple parcels/lots and blocks for development, in addition to: the dedication of rights-of-way; reconfiguration of lot lines; the vacation of right-of-way of the east/west portion of Dale Drive; and establishes the reserves for private drives. She said the Preliminary Plat includes this information in addition to a preliminary Master Utility Plan and Tree Survey. She said the Preliminary Plat incorporates typical street sections coordinated with the City.

Ms. Ray explained that *Broadstone Avenue* is the east-west District Connector intended to provide a future road connection from Sawmill Road to Riverside Drive. She said the road currently connects Shamrock Boulevard and Sawmill Road at existing Village Parkway. She said the proposed 76-foot street section includes:

- two 11-foot travel lanes;
- eight-foot parallel parking spaces on both sides of the street;
- three-foot carriage walks;
- five-foot planter zone;
- five-foot cycletrack; and
- six-foot sidewalks.

Ms. Ray said *Tuller Ride Drive* is a Neighborhood Street that runs east/west and connects the existing realigned Tuller Ridge Drive (realigned as part of the Dale/Tuller connector road project currently advancing toward construction) with Riverside Drive.

Ms. Ray stated that Mooney Street is the Neighborhood Street that runs north/south and connects the existing, dedicated Mooney Street north of John Shields Parkway, south through the Bridge Park East development to the future Banker Drive extension. She explained the 65-foot right-of-way for both streets (Tuller Ridge and Mooney) accommodates all required streetscape elements, including private access drives, which are 22 feet in width that will provide vehicular and pedestrian access through the site and are designed with:

- two 11-foot travel lanes
- eight-foot parallel parking spaces;
- two and a half-foot carriage walks;

- five-foot planter areas; and
- six-foot sidewalks.

Ms. Ray presented a slide that illustrated how these would be constructed over parking structures in some areas.

Ms. Ray said on July 31, 2014, the ART made their recommendations to the Commission on this application and reiterated to the applicant that following the Commission's review and feedback on the Basic Development Plan this evening, Staff's intent is to dig down deeper into the details of the physical aspects of the project as well as working toward resolution on the Development Agreement and related issues. In particular, she said, one aspect relates to the open spaces. Ms. Ray noted that the applicant has begun to share concepts that demonstrate a variety of open spaces, many of which are in the form of high quality, **private** open spaces such as rooftop terraces and gathering spaces. She said clearly this project will create a need for other **public** open spaces as well. Therefore, she said the applicant will need to continue to work with the City to identify and provide that required open space within the walkable distance requirements of the Code, consistent with the open space character and network consideration described in the Neighborhood Standards section.

Ms. Ray said the City will need to work with the applicant to integrate measures for stormwater quality management into the project as well. She said that the Fire Department is requiring a portion of area noted as a private drive to be public, and will also need to coordinate with the applicant on the design of the garages to ensure their ability to support fire apparatus.

Ms. Ray said the Building Department has encouraged the applicant to start thinking about building services including loading and trash collection as early as possible to ensure that they are well incorporated into the plans, given the tightness of the urban environment.

Ms. Ray summarized that four actions are required of the Commission at this meeting tonight, three of which include recommendations from the ART:

1) **Development Plan Waiver Review –** 2 Waivers
   ART Recommendation of Approval
2) **Basic Development Plan Review**, based on the review criteria of §153.066(D)(3) for Development Plan Review
   ART Recommendation of Approval with Conditions
3) **Preliminary Plat Review**
   ART Recommendation of Approval with Conditions
4) **Required Reviewing Body Determination** for Development Plan Reviews

Ms. Ray said two of the blocks exceed the maximum block size requirements of Code, principally due to the location of the John Shields Parkway greenway and the configuration of the adjacent roadways. She reported that the ART has found that all the required criteria have been met, as well as the intent of the regulation, and therefore approval of the two Waivers is recommended.

Ms. Ray stated that, in terms of the second recommendation, the Basic Development Plan Review requires a determination from the Commission within 28 days from the date of submission of a complete application. She demonstrated on a slide how all the criteria for the Basic Development Plan Review had been met or met with conditions. Ms. Ray listed the 10 conditions:

1) City Council approval of the area rezoning to the BSD Scioto River Neighborhood District;
2) That the applicant selects building types that are permitted in the BSD Scioto River Neighborhood District, or seek a Waiver;
3) That the applicant works with the City to establish a development agreement for this project;

4) That the applicant dedicates the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;
5) That the applicant addresses any remaining Engineering details as part of the Development Plan Review;
6) That the applicant coordinate with the City and Washington Township Fire Department to ensure fire accessibility throughout the site as part of the Development Plan Review;
7) That the applicant work with the City to plan for future transit stop locations for appropriate areas of this development;
8) That the applicant provide the remaining one-foot (for a total of 12 feet) clear sidewalk area as part of the public streetscape along appropriate portions of the Shopping Corridor;
9) That the applicant describe the intent for the required BSD Scioto River Neighborhood District gateways at the Development Plan Review, with details to be determined as part of the Site Plan Review; and
10) That the applicant provide an outline of the details for each open space type, including the intended users, exact acreages required and provided, and general program, at the Development Plan Review, with determinations as part of the Site Plan Review.

Ms. Ray noted a few of the recommended conditions are details to correct notes on the plans, such as the selection of permitted building types; while others are reminders for the applicant on the items for which a much greater level of detail will be expected as part of the Development Plan Review, such as open space, gateway treatments, and public improvement details.

Ms. Ray said for the third Commission action, approval is recommended to City Council with six conditions, including an additional condition added since speaking with COTA over the past few days, that was shared with the applicant prior to this meeting. She said the six conditions are as follows:

1) That the modifications to the street sections described in this report are incorporated in the plan as part of the Development Plan Review;
2) That the proposed utility easements be provided on the Preliminary Plat prior to review by City Council;
3) That the applicant dedicates the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;
4) City Council approval of the Plat modification of the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent;
5) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to City Council submittal; and
6) That the City and COTA resolve the issues associated with the acquisition and relocation of the Dale Drive Park and Ride facility before the Final Plat is recorded.

Ms. Ray said the other conditions are technical in nature and require any minor corrections to be made prior to review by City Council. Condition four relates to the manner in which street rights-of-way are drawn at corners – that the intersections occur with a 90-degree angle instead of a "chamfered" corner as required by the Subdivision Regulations.

Ms. Ray concluded that the Commission shall also make a motion to require Development Plan Review, the next step in the process, by either the PZC or the ART as the reviewing body, with consideration of the factors listed on the screen.

Ms. Ray reiterated that the street network, block framework, site, building, and open space designs for the Bridge Park East mixed-use development *must* serve as examples of desirable BSD development, and this can only be accomplished through exacting attention to detail, thorough and well-coordinated planning, and adherence to applicable Code requirements. She said Staff is happy to work with the applicant weekly, if not on a daily basis in many instances to work through a lot of details that she

highlighted for the Commission this evening. She asked the Commission to think about this application as the first of a series of opportunities to continuously refine the project to ensure that the result is a distinctive, high-quality mixed-use urban neighborhood with a sense of community that will stand the test of time.

Ms. Amorose Groomes asked the applicant to step forward and state their name and address for the record.

Nelson Yoder, 555 Metro Place North, Dublin, Ohio, Crawford Hoying Development Partners, thanked the Commission for having them back this evening. He said this is just the first step of many – which can be frustrating to those of us that are eager to get into the meat of the exacting of detail that Ms. Ray mentioned, which is what they are focused on each and every day and are looking forward to sharing with the Commission. He reiterated that tonight is about the "big picture" and location of streets and welcomes feedback from the Commission. He apologized to COTA for misrepresenting the zoning application. Mr. Yoder said they understood all along that COTA and the City of Dublin were involved in negotiations. He apologized for the record for the oversight.

Ms. Amorose Groomes invited public comment.

Laura Comek, attorney for COTA, 500 W. Broad St., Columbus, Ohio, 43215, thanked the Commission for the time and consideration. She said this process is moving at a great speed and without certain details that COTA as a political subdivision, as an ongoing prior business still needed to work through. She thanked Jennifer Readler and the City's administration for working with them and requested the COTA property to be taken out of any plan approval and COTA removed as an applicant. She said they are working with the City on future plans and what they can do to facilitate transit service in this area.

Ms. Amorose Groomes said the Commission looks forward to COTA helping their community and finding a great place to service the residents.

Mr. Yoder added that Crawford Hoying really embraces the idea that COTA provide service for the project and sees them as potentially being an integral part of the project.

Ms. Amorose Groomes asked if anyone else wanted to speak with regards to this application. [Hearing none.]

Amy Kramb confirmed that the street sections were consistent with what had been reviewed by City Council back in June. Ms. Ray agreed.

Ms. Amorose Groomes suggested starting with the <u>Development Plan Waivers</u>.

Ms. Ray took the opportunity to address Mr. Hardt's question from earlier. She stated that she had reviewed the Code section he had referred to. She explained there is a specific section related to block access and street layout with three subsections beneath that, one of which relates to the frontage along Riverside Drive that mentions what Mr. Hardt was referring to, how private drives can serve as the public right-of-way, essentially. She said there is another one that states for the purposes of measuring block length, the limits of private streets sections designed and constructed to public standards and approved with the Development Plan shall be used in lieu of right-of-way. She explained she interpreted these sections more conservatively, that the first one she read did not apply to the blocks to the north, but said it could be read as not necessarily being required. She stated for the purposes of clarity, Planning preferred to review it as a Waiver.

Ms. Amorose Groomes invited comments about these two Waivers as requested. [Hearing none.]

Motion and Vote
Mr. Taylor made the motion, Ms. Kramb seconded, to approve the following Development Plan Waivers:

1) Maximum Block Size (Block 'D') – Code Section 153.060(C)(2)(a): To increase the maximum permitted block dimensions for Block 'D' (increasing maximum block length from 500 feet to ±594 feet on the west and 607 feet on the east, and maximum block perimeter from 1,750 feet to ±1,886 feet).

2) Maximum Block Size (Block 'H') – Code Section 153.060(C)(2)(a): To increase the maximum permitted block dimensions for Block 'H' (increasing maximum block length from 500 feet to ±630 feet on the west and 686 feet on the east, and maximum block perimeter from 1,750 feet to ±1,945 feet).

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

Ms. Amorose Groomes said the next motion was for the Basic Development Plan with ten conditions and asked the Commission if they had any questions or comments.

Ms. Kramb inquired about Mooney Street because of its termination at the south end of this project, which is not included as part of the Basic Development Plan Review. She asked if Mooney Street was eventually being extended to the south.

Ms. Ray stated that the first section of Mooney Street is being constructed as part of the Vrable skilled nursing project. She pointed out that the road would continue south through the project to "Reserve I," which Staff recommended be made a public roadway – the extension of Banker Drive. Ms. Ray explained that the east/west portion of Banker Drive between Riverside Drive and Mooney Street would continue to be a private access drive because it will be constructed over a parking structure.

Ms. Kramb confirmed that Mooney Street would end at Banker Drive, and asked how the transition to the block adjacent to the roundabout would look.

Ms. Ray said that is a development detail that will need to be worked out but it would not be an abrupt transition. She said as part of the Development Plan and Final Plat, Planning will look at phasing to make sure that the road terminates in a logical location with an appropriate transition.

Ms. Kramb asked about the "little Y" section shown on Block B on the plans, and Ms. Ray identified it as a mid-block pedestrianway. Ms. Kramb confirmed that they are not being asked to approve exact locations of all the little alleys. Ms. Ray said that was correct; the locations and dimensions may change slightly as the plans advance further to the Development Plan and Site Plan Reviews.

Richard Taylor said that while the Waivers seemed to be within the spirit and intent of the Code regulations, he said he was concerned with the street sections that state the sidewalk varies as far as the distance from the sidewalk to the building front. He said he was less concerned about that situation on the private streets and more concerned about that on Riverside Drive and Broadstone Avenue. He said the travel lanes are great, the parallel parking lanes are great, he understood the carriage walk and the planting zone, and he understood that there would be a cycletrack and a sidewalk for which that is designed to feel like one big sidewalk that bikes will happen to use a part of it. But from the edge of the six-foot sidewalk to the building front, he said the Commission had always imagined having a lot of outdoor amenities. He asked what is going to happen in that space, and what kind of process is being used to decide how far back the buildings are going to be pushed.

Mr. Yoder responded that the developers had been envisioning some of what was being shown on the street sections such as outdoor dining at strategic locations all along the corridor, trying to prepare for flexibility to accommodate tenants from day one, but also those that may come along later. He explained that was their overall detailed look at the buildings and how they interface with the streets. Once these lines are fixed, he said they will work to accommodate between the proposed buildings and the edge of that right-of-way the ability to have outdoor seating.

Mr. Taylor asked which lines are fixed. Mr. Yoder answered both the locations of the rights-of-way and the building faces.

Mr. Taylor said he was fine with everything between the right-of-way lines; he is concerned with what happens beyond the right-of-way.

Mr. Yoder said they would like to accommodate a double row of seating for a full service restaurant location, and most full-service restaurants will end up needing enclosures such as guardrails or fencing around these seating areas. To accomplish all these things, he said the 12-foot open walkway, the railing required, and then seating, is part of the detailed review they are going through right now. He explained they are going through a leasing plan, working internally and with Staff, and will be presenting to the Commission where along Broadstone Avenue, and some of these other streets, that are appropriate places now or potentially in the future to function as outdoor seating areas. He said there will also be entries for storefronts providing a little bit of relief along the streetscape. He said some areas could be inside/outside space using roll-up doors so there is a mixture of some spaces truly out on the sidewalk. He recommended a variety for the energy and excitement. He explained, as they develop the final leasing plan, the developer will have some areas that can serve as locations for benches and relief for other little pocket plazas along the streetscape. Mr. Yoder said streetscapes have been a big part of the last few weeks of work they have been focusing on internally as well as with Staff to define a network of open spaces. He stated that the public realm the developers are creating between the building faces on Broadstone is really going to make or break the development.

Mr. Taylor said, what Mr. Yoder just said implies that along Broadstone, some buildings might be closer to the right-of-way and some might be farther away. He asked if the buildings will be easily convertible to other uses. He said you might have something different than what you initially planned as a restaurant. Mr. Yoder said that was true.

Mr. Taylor asked if it would make more sense to establish a distance and set the buildings all at least that far back and that would represent enough distance to accommodate any future outdoor amenities.

Mr. Yoder said part of that future flexibility can play into the partial inside/outside spaces; if a tenant happened to move into an area that did not have as much area out in front of the door, those are spaces that can help dictate the design of that space and that will create natural variety along that streetscape as well. He said there will not be a wall of buildings that are completely consistent. He said they have opened up the aperture of the bottom of the hill so a lot of what is being shown varies that when you are coming down Broadstone from the east and you approach the river, the buildings are opened up a little bit to provide more open space at that location to accommodate more outdoor seating and public gathering spaces.

Mr. Taylor said that will probably be the thing he is most interested in seeing as the developer brings buildings forward. He said he now sees a tighter realm than he had imagined.

Mr. Taylor said there was a specific distance shown on section C at Riverside Drive at just under 10 feet beyond the cycletrack. He stated that he expects this area to be the most visible part of the development, directly across from the park, and if there is traffic on the street, this is going to be where a lot of action happens. He said that 10 feet beyond the cycletrack to accommodate the sidewalk right up

to the building front does not seem like nearly enough space to allow for the kind of activity he imagines might happen there.

Mr. Yoder said where the right-of-way can happen or that additional space can happen that comes out of where the buildings are located relative to the right-of-way, first of all.

Ms. Amorose Groomes asked if the building had to be located immediately adjacent to the right-of-way.

Mr. Yoder said the building location can vary, and referred to the cycletrack and planters. He said they have been discussing this internally and with Staff to make sure there is enough space between where the new buildings want to be relative to the park and where all the activity is happening.

Mr. Taylor said, in urban areas, people like to walk across the face of buildings like that, look in the windows in a much more urban setting. He said he was concerned about allowing plenty of room there, and didn't want it to become a bottleneck. He said again, he will be anxious to see what the developer comes up with for that location.

Mr. Taylor said the beauty of the building construction is that the first few floors will be easy to redo if and when a tenant wants a different use in that space, and that is what the Commission asked for when they specifically asked for a walkable urban environment.

Mr. Taylor said he sees wonderful street trees but asked if there will be street lighting and other street elements and asked where they would go, because those things can clog up sidewalks really quickly.

Ms. Ray said those elements are part of the streetscape planning that Staff has been involved with and shared with City Council a few weeks ago. She explained that would be in the same planting zone as the trees, so there would be tree, light fixture, other types of street furnishings like trash receptacles, benches, etc. in that same zone.

Mr. Taylor noted that transit stops, if not designed appropriately, have a tendency to be fairly awful. He said they are constructed with storefront aluminum framing and Plexiglas, and benches, with hand-bills posted on them. He asked if there are going to be transit stops that are going to be covered, he recommended that those be well designed and look special as opposed to just letting COTA come in and drop in their off-the-shelf version.

Amy Salay said her sense would be that the City would be participating in those discussions and they would expect to see very attractive transit stops.

Ms. Salay said Ms. Ray had mentioned in her presentation the need for another foot of sidewalk area on Broadstone Avenue and asked her to clarify.

Ms. Ray stated that the Code requirement for the shopping corridor is a 12-foot-wide clear area. She said currently it includes the five-foot cycletrack and six-foot sidewalk that equals only 11 feet of clear area. Ms. Ray said their expectation of the use of the cycletrack is that it will be used intermittently and should function as an active, spill over area. She thought most active, commuter cyclists will be in the street depending on the time of day and their destination; while most casual riders will be traveling at lower speeds and will be more interested in using the cycletrack.

Ms. Salay asked if that would require the developer to move the building back. Ms. Ray said potentially and explained they had been working with the applicant to begin thinking through the building footprint locations and pointed out that in most cases, they should have space for one additional foot, if not more, in most of the areas.

Ms. Salay said her recollection, along with another Council member, was that when Shopping Corridors were discussed along with the cycletrack loop, they were considering the City's bike path system in this urban environment. She said she was not considering this shopping corridor accommodating a cycletrack. She said her interpretation of connecting with the overall network, while introducing bicycle traffic that might not otherwise be there or should not be there, if there is outdoor dining, and shopping and lots of pedestrian activity that is the goal, a cycletrack in this area may not be the best idea. She explained she just spent 10 days in Boston, MA with her daughter, doing all sorts of touring and paying attention to a true urban landscape. She said almost everywhere, they separate their pedestrians and their cyclists. She said she does a fair amount of bike riding on the City's shared use system, and it is kind of scary when approaching pedestrians at a pretty good clip. She said it is scary if they have a dog on a leash or a child in a stroller, or a child by the hand, and explained that she has to slow way down to make sure everyone is aware of one another. So, she said when she sees those bike facilities and pedestrian facilities right next to each other, she gets concerned about everybody's safety. She said all Council members have met with the Crawford Hoying folks and this was discussed. Upon reflection, she said they had discussed not mixing cycle tracks in these heavily pedestrian use areas. She reiterated that Mr. Yoder said this would be a heavy activity area and with the bridge connection that will have bicycle facilities as well, she wonders if some of that right-of-way can accommodate everything they want as well as a cycletrack.
Ms. Salay inquired about the sidewalk and planters intended.

Joanne Shelly explained the planter boxes have been designed as part of the details in the streetscape guidelines. She said the idea is the planter boxes will actually be at grade with a six-inch granite curb around the perimeter of each tree box. She said the developer and Staff have been working very closely with MKSK and Parks to determine the appropriate size for each of the various street sections. She noted that along the Broadstone Avenue area, the tree boxes are probably smaller in length but the width remaining the same, surrounded by a granite curb and in-filled with appropriate perennials and bulbs seasonally adjusted.

Ms. Amorose Groomes asked for clarification on the varied lengths. Ms. Shelly thought that along John Shields Parkway, as it is currently designed, the planter boxes are eight-foot in length and five-foot wide. She anticipates the minimum size would be five-foot by five-foot in size with connection underneath with structural soil and pavement, etc. so the trees and plants will thrive along that area. She stated that in urban environments, such as this, the planted area just becomes trampled by people as they step sideways to avoid or pause, so Staff is trying to create an appropriate level of open space for a tree to grow in but understanding they need to create enough hardscape that they are not damaging the tree.

Ms. Amorose Groomes inquired about the estimated distance between planter boxes. Ms. Shelly said Code requires the trees be placed 40-foot on center, which is typical for city streets.

Ms. Amorose asked her to clarify if they would just be tree boxes and not other shrub boxes or planting boxes. Ms. Shelly thought the intent was to be individualized per the tenant. She said the City's view is that we provide the basic infrastructure and then allow the areas between the buildings in that segment to create additional amenities so they are varied, giving each individual building its own character.

Mr. Yoder addressed Ms. Salay's comments about the cycletrack idea. He said the developer believes that having bicycles zipping through this area, which should be an active urban corridor with outdoor dining, people walking to and from parallel parked cars, a lot of activity, etc., the developers agree it is not the best place to have a cycletrack. He said it still allows for a nice pedestrian realm. He said they just visited Greenville, SC as an example that has a street wall of about 85 feet between building faces, which is very consistent with historic downtowns. He thought they could get the buildings close enough together that the outdoor living space feels right, even with taller buildings. He said initially they were considering a streetscape that would accomplish a cycletrack by itself, then a gap, and a pedestrian path that is at least 12 feet, then a gap, and when you string all these dimensions together, instead of it being 85 feet between building faces, it could be stretched to 135 feet or 140 feet, making it feel very suburban. He

said the idea of combining the cycletrack and the sidewalk is great in terms of getting the dimension where we need it, but they should still consider whether bicyclists should be included in this area. He would like to allow for flexibility for outdoor dining, possibly expanding outside that space. He said as for the planters, he asked that tree grates be considered in certain areas to help keep that 12-foot wide walkway maintained. He said things that are introduced up above grade become an obstacle. He said he preferred the height at 6 inches high but would like to keep the conversation open to consider tree grates in some of these locations to keep it as pedestrian-friendly as possible.

Mr. Hardt thanked the applicant for the informal presentation in July, which he found to be extremely helpful by providing a big picture perspective on the whole project. He said that made reviewing this project a lot easier. He thanked both the Staff and applicant for presenting the application in manageable chunks.

Mr. Hardt said he was not in favor of the Broadstone name and would prefer that streets that continue through the district keep one name instead of changing mid-stream and encouraged the group to consider this holistically.

Mr. Yoder explained why we were now seeing Broadstone instead of Park Avenue is because the police dispatchers did not like Park Avenue as there are so many others with similar names in Franklin County. He said several different names were considered. Mr. Hardt suggested that whatever name is chosen, he would prefer consistency.

Mr. Hardt said he disagreed strongly with eliminating the cycletrack from Broadstone. He stated that he found it astounding that a community that claims to be bicycle friendly that has bicycles on the front of our Community Plan, a bicycle task force, the members of which had participated in this design solution, in addition to contemporary cities like Austin, Indianapolis, Portland, and Memphis, all of which are implementing something that Europe did decades ago, and for us after all this time to question whether it should be there or not it is remarkable. He said this district is supposed to accommodate a wide variety of transportation modes, including pedestrians, cyclists, and cars, and he believes it is a mistake to view that graphic as the bicycles are on the sidewalk. He said they are not, they are on the cycletrack. He said the three-dimensional images they have viewed and the more thorough design documents clearly indicate that is a delineated space with the different paving materials. He said the purpose of a cycletrack is to generate safety. He is concerned that bicycles will end up on the sidewalk if it is not there. He hoped that removal of the cycletrack is not the consensus of Council.

Ms. Salay suggested possibly moving the cycletrack to a different street.

Ms. Amorose Groomes suggested relocating the planter in this case to include the cycletrack adjacent to the on-street parking.

Mr. Hardt said he and the other Commissioners thought engineering staff should be tasked with figuring this out, so he is not inclined to redesign the streetscape, but the elimination of the cycletrack is not something he could support.

Victoria Newell said she agreed with Mr. Hardt. She said this is something the Commission asked for from the beginning. She thought the solution they have come up with is potentially a very good one in lieu of having it in the street as originally submitted. She thought that as long as the cycletrack is clearly defined, then the public should have the opportunity to learn how to use that space instead of assuming right from the beginning that there is an issue with its design. Mr. Hardt has experienced very successful cycletracks in other cities both on foot and on wheels.

Mr. Hardt said he had intended to say in the content of the Staff Report and the presentation tonight, he is seeing an interpretation of the Code that he does not necessarily agree with. He said the updated Code

that the Commission voted on several weeks ago, included a requirement that says "a minimum of 12-foot of clear sidewalk width shall be provided along designated shopping corridors through a combination of public right-of-way in building zone areas." He referenced the Staff Report where it states the space being allocated to the cycletrack counts toward that sidewalk, to which Ms. Ray confirmed. Again, he said he could not disagree more. He thought the intent of that Code was that we would have 12 feet of clear sidewalk space, clear of other obstructions, and that is what he was in support of to accommodate seating, and sandwich boards, and people sitting on benches enjoying ice cream cones, etc. He said five feet of space for the cycletrack does not and should not contribute to that. He said there is a comment in the Staff Report that says that dimension labeled in the drawings has "varies" to be at least one foot and he believes it needs to be at least six feet, because that is how you get 12 feet in width.

Amy Kramb said she agrees the cycletrack should NOT be considered sidewalk. She said she understands designing the roadway sections is not up for discussion tonight but when these typical sections are figured out, the cycletrack needs to be there and separated out, and in no way, considered part of the sidewalk. She said how that is designed and on which side of the planter it should be placed, that is not her decision to make.

Mr. Hardt agreed that it is not part of tonight's discussion but wanted to provide feedback to the interested parties in the room so as they go forward and refine the designs and buildings, that consideration is put into this.

Todd Zimmerman said he thought a cycletrack will be used more as a family-friendly bikeway, while hard-core riders will stay in the street, so he would like to see them left in. He does not want to see the family-friendly cycletrack in the street. He stated that everything he has seen and heard so far, he agrees with the Commission. He said the comments from Staff and the applicant have helped him come a long way. His final comment was that this proposal looks good.

Ms. Kramb thought she voiced most of her comments and believes more work has to be done on a couple of the street sections.

Ms. Amorose Groomes said she did not have a lot to add but anticipates more conversations to come. She asked if there were any other Basic Development Plan issues to be discussed. She reiterated there are 10 conditions per the Staff Report.

Ms. Amorose Groomes asked the applicant if they agreed to the 10 conditions as written. Mr. Yoder said the applicant agrees. She called for a motion with respect to the Basic Development Plan.

Motion and Vote

Mr. Hardt made the motion, Mr. Zimmerman seconded, to approve the Basic Development Plan with the following ten conditions:

1) City Council approval of the area rezoning to the BSD Scioto River Neighborhood District;
2) That the applicant selects building types that are permitted in the BSD Scioto River Neighborhood District, or seek a Waiver;
3) That the applicant works with the City to establish a development agreement for this project;
4) That the applicant dedicates the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;
5) That the applicant addresses any remaining Engineering details as part of the Development Plan Review;
6) That the applicant coordinate with the City and Washington Township Fire Department to ensure fire accessibility throughout the site as part of the Development Plan Review;
7) That the applicant work with the City to plan for future transit stop locations for appropriate areas of this development;

8) That the applicant provide the remaining one-foot (for a total of 12 feet) clear sidewalk area as part of the public streetscape along appropriate portions of the Shopping Corridor;
9) That the applicant describe the intent for the required BSD Scioto River Neighborhood District gateways at the Development Plan Review, with details to be determined as part of the Site Plan Review; and
10) That the applicant provide an outline of the details for each open space type, including the intended users, exact acreages required and provided, and general program, at the Development Plan Review, with determinations as part of the Site Plan Review.

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

Ms. Amorose Groomes asked if there were any public comments on the Preliminary Plat. [Hearing none.] She asked the applicant if they agreed to the six conditions as written. Mr. Yoder answered they agreed. Ms. Amorose Groomes asked for a motion with respect to the Preliminary Plat. She said originally there were five conditions and now there are six with the additional condition with respect to COTA.

Motion and Vote
Ms. Newell moved, Mr. Zimmerman seconded, to recommend **approval** of the Preliminary Plat to City Council, with the following six conditions:

1) The modifications to the street sections described in this report are incorporated in the plan as part of the Development Plan Review;
2) That the proposed utility easements be provided on the preliminary plat prior to review by City Council;
3) That the applicant dedicates the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;
4) City Council approval of the Plat modification of the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent;
5) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to City Council submittal; and
6) That the City and COTA resolve the issues associated with the acquisition and relocation of the Dale Drive Park and Ride facility before the Final Plat is recorded.

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

Ms. Amorose Groomes stated the final motion this evening deals with deciding the Required Reviewing Body for the Development Plan Review.

Motion and Vote
Mr. Hardt made the motion, Mr. Taylor seconded, to require the Planning and Zoning Commission to be the required reviewing body for the Development Plan Review. The vote was as follows: Ms. Salay, yes; Ms. Newell, yes; Mr. Zimmerman, yes; Ms. Kramb, yes; Ms. Amorose Groomes, yes; Mr. Taylor, yes; and Mr. Hardt, yes. (Approved 7 – 0)

3. Perimeter Center, Subarea C – The Spa at River Ridge 5555 Wall Street
14-072AFDP/CU Amended Final Development Plan/Conditional Use

The Chair Chris Amorose Groomes introduced this application for a request for an existing 18,000-square-foot office building to be used as a salon and spa on a 3.45-acre site on the south side of Wall Street, north of the intersection with Perimeter Drive. This application also includes an expansion of the parking lot.

The Chair swore in anyone intending to address the Commission on this case.

Ms. Amorose Groomes said a presentation is not needed, confirmed the applicant was present and invited her up to the podium to state her name and address for the record.

Laura Comek, attorney for the applicant for the Spa at River Ridge, said the landscape designers were in attendance if there were any questions. Ms. Amorose Groomes asked if anyone else from the public would like to speak with respect to this application. [There were none.] The Chair called for a motion. She said there was one condition for the Amended Final Development Plan:

1) That the existing dumpster doors are repainted using a complementary color to the building as part of the building permit submission.

Ms. Amorose Groomes asked the applicant if they agreed to this condition. Ms. Comek said she agreed.

Motion and Vote
Mr. Taylor moved, Ms. Newell seconded, to recommend approval of this application for Amended Final Development Plan with the above condition. The vote was as follows: Ms. Salay, yes; Mr. Zimmerman, yes; Mr. Hardt, yes, Ms. Kramb, yes; Ms. Amorose Groomes, yes; Ms. Newell, yes; and Mr. Taylor, yes. (Approved 7 – 0)

Motion and Vote
Mr. Taylor moved, Mr. Zimmerman seconded, to recommend approval of this application for Conditional Use. The vote was as follows: Ms. Amorose Groomes, yes; Ms. Kramb, yes; Mr. Hardt, yes; Ms. Newell, yes; Ms. Salay, yes; Mr. Zimmerman, yes; and Mr. Taylor, yes. (Approved 7 – 0)

Ms. Salay said she met with the neighborhoods surrounding the Spa at River Ridge that was very well attended for the time of day and short notice but in general the neighborhood was pretty supportive and believes if they were not, they would be in attendance this evening. Ms. Amorose Groomes confirmed they are an engaged group.

Communications
Ms. Amorose Groomes asked if there were any communications to be relayed and discussed. Ms. Salay said regular City Council meetings have been on hold since July 1st, 2014. Claudia Husak asked if the meeting tomorrow could be moved back to 10:00 am, due to a schedule conflict. It was agreed.

Commission Roundtable Discussion
Ms. Amorose Groomes asked if there were any roundtable issues to be discussed.

Mr. Hardt inquired about a business that has been asked by the City to relocate their business from one side of the river to the other to facilitate Bridge Park. He asked if the community was assisting the other businesses in the area or if they have even contacted the City.

Steve Langworthy said most of the relocation issues have been dealt with by the applicant. He said the businesses being relocated as part of the roadway, the City has to deal with as well as the applicant.

Amy Salay said in one instance, the City had to take their land and as a result, the building, due to moving Riverside Drive.

Amy Kramb inquired about the streets that are private but built to public standards. She said when the Commission allows signs on public right-of-way, she asked if it will it be an issue with Bridge Street as well.

Ms. Husak said staff's expectation would be the applicant would submit a Master Sign Plan at some point where all the details get ironed out. She does not believe the Code works well with a development of that size.

Ms. Salay suggested it is discussed as they talk about the Bridge Street Code.

Mr. Hardt said in the past, there has been discussion about private street that is built to public standards and we kept saying the applicant could not have it but in the Bridge Street Code, there is one aspect they talked about tonight that a private street built in that way should be treated the same and maybe the Commission should follow that thought through.

Ms. Amorose Groomes inquired about the Vrable project timeline. She thought it was going kind of slow given it was open in February.

Mr. Langworthy said the outside was really complicated with the changes in the grade and ins/outs of material changes they had to go through.

Ms. Husak thought the Building Department meets with them onsite once per week at a minimum.

Mr. Hardt said he did not have any specific knowledge of that construction project but he said the stage of construction that they were in last winter, was just about the worst possible scenario which likely may have caused delays.

The meeting was adjourned at 8:47 p.m.

As approved by the Planning and Zoning Commission on September 4, 2014.