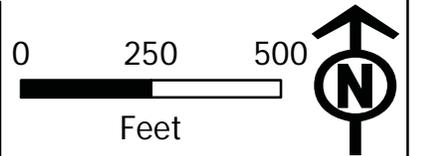


14-071BPR/PP
 Informal Review
 Bridge Park East
 Riverside Drive and W. Dublin-Granville Road



3. Bridge Park East – Mixed-Use Development Project, Phase 1
14-071DP-BSC **Riverside Drive and Dale Drive
Development Plan Review**

Claudia Husak said this is a request for review and approval for four new blocks for development on approximately 17.28 acres, including 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. She said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Bridge Street District Development Plan Review under the provisions of Zoning Code Section 153.066(E).

Ms. Husak said this case 14-071 was changed from the first phase of a final Development Plan Review back to a revised Basic Development Plan and Preliminary Plat for all of Bridge Park East. She explained there is no longer any underground parking and includes public streets and eliminates the private drives that were to be located within reserves. Ms. Husak said Staff is still reviewing the other case on this agenda, (14-095 for Blocks B and C), processing the cases simultaneously but they will be presented separately as Informal Reviews at PZC's Special Meeting on October 21, 2014. She indicated she would provide a quick overview presentation for the PZC and allow the applicant to inform the Commission of all the changes and explain how they came about. She said this platform would allow for the Commission to provide feedback to the applicant on the architectural component.

Ms. Husak confirmed the timeline; whereas the process would move forward quickly as the applicant is expecting an ART recommendation on November 6 to be advanced to the PZC on November 13, 2014. She said in the next week, a detailed case review was needed and any changes would need to be conveyed to the applicant. She explained issues on the old review outline have been resolved, creating more blocks so block Waivers may no longer be necessary. She reiterated the accelerated timeline of receiving feedback from the Commission on Tuesday for a quick turnaround for the ART on Thursday.

Ms. Husak invited the applicant to address any concerns. [There were none.]

Gary Gunderman asked the ART if there were any questions or concerns regarding this application. [There were none.] He reiterated that a recommendation to the Planning and Zoning Commission for this request was scheduled for the ART meeting on November 6, 2014.

4. BSC Scioto River Neighborhood District – Bridge Park East Mixed-Use Development –
Blocks B and C **Riverside Drive and Dale Drive**
14-095BPR **Basic Site Plan Review**

Discussion for this case was covered in the previous case (14-071) review.

5. Zoning Code Amendment – Bridge Street District
13-095ADMC **Zoning Code Amendment**

Rachel Ray said this is a request for amendments to the Bridge Street District Zoning Code focusing on Code Sections 153.062 through 153.066. She said this is a review and recommendation of approval to City Council regarding proposed Zoning Code amendments under the provisions of Zoning Code Sections 153.232 and 153.234.

Ms. Ray said the Zoning Code amendments have been informally reviewed by the PZC and ARB and are now ready for final approval. She asked the ART to review the amendments and let her know if there are any outstanding concerns. She reported that Justin Goodwin with MKSK had reviewed the Code and

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Mr. McDaniel noted that Resolution 80-14 was approved under the consent agenda. It related to access to fiberoptics. Several discussions were held with Ohio Health, and Mr. Hagen offered to provide an update on their activities.

Mr. Hagen shared a PowerPoint Presentation, telling the story of the Ohio Health presence in Dublin and providing statistics on their growth in Dublin over the past six years, particularly in employee numbers and Dublin resident numbers. The total salary of the associates working in Dublin has gone from \$35 to \$80 million. In terms of facility expansions, in 2006 Ohio Health had 70,000 square feet in Dublin. Currently, they have 570,000 square feet. The hospital and health center combine for about 360,000 of that number; the other Ohio Health locations in Dublin comprise another 200,000 square feet. He commented on the great partnership between the City and Ohio Health. At Dublin Methodist, they provided \$16.6 million of charity care in the current fiscal year. He commented on a number of their successful programs. They are now the sixth largest employer in the City of Dublin and 2,000 babies will be born at Dublin Methodist this year. They have consistently ranked by Truven Health Analytics as among the 100 Top Hospitals in the country. There are 14 criteria evaluated for this, based on publicly available data through Centers for Medicare and Medicaid. Dublin Methodist has been eligible for and has been on this list for the past three years. Ohio Health had five hospitals in the Top 100 list. They have a great development board, and Mr. McDaniel has been active with that. The community has been very supportive of their development activities as well. They recently received a gift of \$250,000 from an anonymous donor for a cath lab and LabCorp provided a \$7,500 gift for community education activities. He provided information about the many other recognitions that Ohio Health has received.

For Dublin Methodist, their maternity unit has been expanded; they have added operating rooms and will soon have a total of eight; they have moved into robotic surgery for urology and gynecology. They have added radiation oncology. They are involved in the stroke network and electronic ICU for the system. In the next 12-24 months, they will build out the fourth floor west tower, providing another 20 beds.

They have a longstanding relationship with Ohio University College of Medicine. With OU having located their family medicine program to the Dublin community in close proximity to Dublin Methodist, they will become a teaching hospital, adding another dimension to the facility. The teaching will take place in primary care specialties. OU recruits from Ohio and the doctors tend to remain in Ohio.

He thanked Council for allowing him to share their story tonight.

Mr. Reiner stated that he is pleased that Dr. Miley has moved to Dublin Methodist Hospital.

Ms. Chinnici-Zuercher stated that when the hospital first opened, she felt Dublin was truly a full service community. She did not envision the incredible medical corridor that has now developed due to Ohio Health's presence in Dublin. It is exciting to hear of the partnerships announced between Ohio University, Dublin Methodist and the Cleveland Clinic. Congratulations to all!

Mayor Keenan commented on the importance of having these reliable emergency and medical services in the community. His family utilized the hospital in a very serious family health situation several years ago. The outcome was very good because of the attention and excellent care received.

- Preliminary Plat - Bridge Park East

Ms. Husak stated that this is a request for review and approval of a Preliminary Plat for seven blocks on approximately 30.9 acres of land, coinciding with seven developable lots with new public rights-of-way to establish the street network, block layout and dimensions for a portion of the BSD Scioto River Corridor. Council recently approved a Code amendment to establish the neighborhood district within the Bridge Street

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District. Ms. Husak noted that additional internal access will be provided as a part of this plat from private drives and dedicated reserve areas. The plat also includes the vacation of the east/west segment of Dale Drive as well as the realignment of portions of existing right-of-way. She reviewed a slide depicting the plat and the boundaries of the land; how this area fits within the Scioto River Neighborhood District, shown in orange; and a graphic depicting the major road networks incorporated within that portion of the development. At the end of the pedestrian bridge landing is a shopping corridor.

The Planning and Zoning Commission (P & Z) reviewed and approved the Basic Development Plan for all of the blocks listed on the slide, essentially approved the cohesiveness of the framework of the future mixed-use development proposed by Crawford Hoying; evaluated whether it set the tone for the public realm; and provided the preliminary analysis for the placemaking foundations of this neighborhood district. The Basic Development Plan review is one of several steps in the detailed project review of this proposal.

Simultaneous to that, the Commission reviewed the preliminary plat, which sets up the initial steps for public roadways as well as private roadways within the development. The Commission recommended approval of the preliminary plat to Council.

Ms. Husak stated the upcoming steps for the Bridge Park development as proposed by Crawford Hoying are development plans reviews, which are in phases. Currently, internal review is being conducted of phase one. Staff expects that a final plat for phase one will also be included for review at Planning and Zoning Commission and subsequently at City Council. This is followed by Basic Site Plan reviews. Staff is currently reviewing one of those for blocks B and C. Staff is expecting those Basic Site Plan reviews as well as final site plan reviews to occur in a block by block phasing.

Ms. Husak presented an overview of the plat, which includes the grid street network set aside from the Bridge Street Code. It includes seven development blocks, three new public streets – Mooney Street, Tuller Ridge Drive, and a street yet to be named. It was reviewed by the Commission as Broadstone Avenue. The applicant is proposing to name it Bridge Park Avenue. Staff has some hesitation about naming a street after a development in this manner. Another name contemplated was Park Avenue. The applicant and staff are seeking Council feedback.

The future mixed-use shopping corridor extends from Riverside Drive to the east and is the first section of Bridge Park Avenue. The preliminary plat is part of that development as well. The public streets are in green. The yellow streets are the reserves, which are essentially private streets within the development that are built above parking garages. They are built to public standards and there will not be any difference in the feel of those streets. Because of their location on top of parking garages, staff has decided they should not be dedicated as public streets.

Ms. Salay stated that there was discussion earlier tonight about maintenance of private streets, both long term and day-to-day. She asked her to describe how those responsibilities will be handled.

Ms. Husak responded that she will provide those details at the next hearing. These are located in City-owned reserves and there is some partnership in terms of maintenance. In addition, they are being constructed like public streets.

Outlined in red is the shopping corridor that is listed in the neighborhood district as one of the areas where there is expectation of high use by pedestrians. The preliminary plat review criteria are all part of the Subdivision Regulations. They essentially speak to the contents of the plat, is the information correct, are all the site

conditions listed, is the correct amount of right-of-way dedicated and in this case also vacated. This plat includes reserves with private drives; grading and utility information; preliminary open space information; tree survey; and street sections. The street section for the private drives is shown, including 11-foot travel lanes, 8-foot parallel parking spaces on both sides of the street, and walkways and planting zones within those areas. For Mooney Street and Tuller Ridge Drive, shown in yellow, a 65-foot right-of-way is provided with two 11-foot travel lanes, 8 feet of parallel parking on both sides, a carriage walk allowing for door swing for people exiting vehicles; sidewalk area where street trees are accommodated; and 6-foot sidewalks, all incorporated within the right-of-way.

Bridge Park Avenue changes somewhat in character, depending on whether one is in the shopping corridor area or more to the east. The street section as approved by the Commission shows two or three 11 foot travel lanes, depending on whether or not there is a turning lane incorporated; eight foot parallel parking spaces on both sides; the carriage walk of three feet; a five foot planter area; a five foot cycle track; and a six foot sidewalk. All are incorporated within the right-of-way. For the portion near Riverside Drive, that equates to about 87 feet of right-of-way area.

Mr. Reiner stated that the memo shows the original section with an 87-foot right-of-way at the top; underneath is a revised section of Bridge Park Avenue at 80-foot right-of-way. In that, the cycle track is eliminated. He asked for clarification.

Ms. Husak stated that she plans to have the applicant address that at the end of her presentation.

Vice Mayor Gerber asked if this change is the applicant's suggestion or staff's suggestion.

Ms. Husak responded that there was discussion at the Commission about what all can be incorporated within the right-of-way in terms of pedestrian activity, in terms of the need for adequate space within the right-of-way and outside of the right-of-way for amenities such as patios, walking areas. The Commission wanted to ensure that bicycles and pedestrians can navigate safely through that area and that there is a sufficient walkway also provided. Since the Commission meeting in early August, staff has been working with the applicant to determine ways to accommodate the requests of the Commission, while also making sure that this vibrant urban space is created as envisioned in the District – specifically within the shopping corridor areas. The applicant and staff are seeking feedback on whether or not the 80 foot right-of-way would accommodate all of the requests of the Commission while meeting the objectives of the Bridge Street Code.

Mr. Reiner stated that the original intent was to make this a bicycle-friendly community, with a crossing on the pedestrian bridge. The cycle track is on just one side of the roadway, correct?

Ms. Husak responded that the street section approved by the Commission includes the cycle track on both sides of the road – a five-foot cycle track in the 87-foot right-of-way section. The 80-foot section also accommodates bikes within the right-of-way -- either in the street and also within the sidewalk area. There will be a delineated paver section where bikes could be located. The thought was that the serious cyclist who wants to travel through the District is not likely going to ride their bicycle in the areas with heavy pedestrian activity.

Ms. Chinnici-Zuercher asked for clarification. One indicates "Original Section Bridge Park Avenue 87' right-of-way." At the bottom, what is shown removes seven feet.

Ms. Husak explained that in the original 87-foot section, there was a three-foot carriage walk on both sides of the on street parking areas. Instead of providing trees within raised planter areas, the applicant was able to put trees in paver areas, which are flush with the sidewalk. There would then be tree grades that allows people to open car doors to exit, without a designated area for that to happen. In addition, a

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raised curb could have been a potential hazard in terms of people tripping. It is now all at the same grade level.

Ms. Chinnici-Zuercher stated that makes sense to her. Regarding the cycle track sidewalk on the top one, it is now combined to be called "brick sidewalk" and went from 11 feet to 10 feet.

Ms. Husak stated that this is due to the removal of the raised planter and the tree now being flush with the grade. There is now a total of a 12-foot area and the concept is that the area could be shared with bikes. Most likely, people will bike there, park the bike and then walk.

Ms. Chinnici-Zuercher commented that the seating area for restaurants looks to be expanded in the revised drawing.

Ms. Husak stated that is correct, and this allows for people to dine and sit outside of the right-of-way.

Vice Mayor Gerber asked for clarification. Is the original version what Planning Commission reviewed and approved, and the revisions are being proposed by the applicant tonight?

Ms. Husak responded that is correct.

Ms. Salay confirmed that the Commission has not reviewed the revised plat. Staff, the applicant and the Commission had different concerns about where all the activity would be located and how enough space would be available for restaurants, pedestrians, cyclists, cycle track, etc. What she believes has now happened is that a better alternative has been offered for door swings as well as adequate room for those dining. This is for the major street that leads down to the pedestrian bridge, and is anticipated to be a very busy area.

Mayor Keenan asked if the Commission had input on this, given the revisions proposed in response to their suggestions.

Ms. Salay responded affirmatively. The Commission has not viewed this version, but it is reflective of the applicant's efforts to address the Commission's concerns.

Vice Mayor Gerber stated that he is trying to clarify the process. He understands that the Commission reviewed the preliminary plat, but it is of concern to him that unless there was a condition by the Commission to continue to work on this plat, he is confused about why the Commission did not review this first.

Ms. Salay responded that she believes this is the evolution of a project and reflective of an applicant who is working very hard to move through the City's process. Staff did indicate tonight that they are seeking feedback on a number of items, as well as the name of the road.

Ms. Husak stated that there were conditions that the Commission included for the Basic Development Plan that went forward. One of those was that the modifications to the street section described in this report are incorporated as part of the development plan review. The report included information about the Commission discussion, which led to those revisions. The condition at the Commission level should have been revised to reference the discussion at the Commission. That condition essentially needs to be addressed through the development plan and the final plat. The applicant is waiting to make modifications to this development plan based on Council's input regarding the preliminary plat. They will then model their development plan and final plat on that.

Mr. Reiner stated to him, the cycle track is an important aspect, as it provides circulation around the space and down and back to the river. He would suggest the raised bed is lowered, as in the revised plat, picking up some more feet and allowing a cycle path to come back into existence. This also provides some more space for the

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outdoor pedestrian zone. The original intent was to accommodate bicycles to travel in this pedestrian and bicycle friendly area. He does not want this cycle track deleted without the Commission reviewing it.

A compromise to facilitate this is to drop the raised bed, pick up the extra footage, reinstitute the cycle track and also provide additional footage for the pedestrian zone. Ms. Husak clarified that the cycle track is not removed; there remains the ability to accommodate cyclists, essentially on a portion of the brick sidewalk. The applicant will provide delineation indicating two portions to this walk, one which a cyclist would likely use if they use the shared-use path.

Mr. Reiner stated he looked at the Gay and Fifth development in downtown Columbus with the raised beds. It is very attractive. But he would be willing to make a change as he has suggested to pick up some more pedestrian zone and ensure a cycle zone is accommodated. The change from 87 to 80 feet is significant in terms of accommodating all the users.

Ms. Salay stated that what is lost in footage for door swing and dedicated bicycle areas is a gain for outdoor eating space. There will still be delineation on the pavement to handle the pedestrian and cyclists sharing the space.

Ms. Chinnici-Zuercher suggested that she recommends to the applicant that, in light of this description, and although she understands why they removed the cycle track and sidewalk language, since it will serve that purpose it should be reinstated in some way with the words. As shown, it appears it has been removed and bicycling is a major foundation of the District.

Mr. Reiner suggested that if three feet are picked up on either side of the door swing, and that space is added back into the pedestrian or cycle part of it, it would solve the space issues.

Ms. Chinnici-Zuercher responded that it is not removed; it is now in the dining portion space.

Mr. Peterson stated that he shares some of Vice Mayor Gerber's concerns. He would like to have input from the Commission on these revisions. He agrees with Mr. Reiner that the cycle track should be reinstated; he supports the broader outdoor area for seating and dining. However, he does not believe he is qualified to weigh in on all of this, based on the drawings presented. He would prefer that the Commission would have had the opportunity to review these details.

Ms. Grigsby stated that most of the changes made were based on the feedback in the Commission review process. Many staff meetings followed that review, and many options were considered for dividing the space to accommodate all of the needs – outdoor dining, cycle track, pedestrians. The cycle track and sidewalk will now be accommodated in the same area, and there will be a demarcation – perhaps granite or other material-- that indicates the bike area versus the pedestrian area. When bikes are in the area, there will be more space available to all users. The Commission will review the final development plan.

Vice Mayor Gerber reiterated that he does not understand how this process unfolded. Does the Bridge Street Code allow for modifications by Council without recommendation by the Commission?

Ms. Grigsby responded that in other preliminary plat processes outside of Bridge Street, they are typically done as consent agenda items. In many cases in the past, Council would make changes to the preliminary plat. Legally, she believes it is allowable for Council to make these changes under the Zoning Code as well as the Bridge Street portion of the Code.

Ms. Readler confirmed that the plat process was not altered with the Bridge Street Code. The Commission makes recommendations to Council, and Council has the latitude to vary from those recommendations.

Vice Mayor Gerber asked for confirmation that Council will review the final plat.

Ms. Readler responded affirmatively.

Ms. Chinnici-Zuercher noted she is excited that this is taking shape. She asked about the timeframe for the final development plan.

Ms. Husak stated that a special meeting of the Planning and Zoning Commission is scheduled for October 21, 2014 to review Phase I of the development plan and the basic site plan for the first two blocks immediately adjacent to the section under discussion tonight.

Ms. Chinnici-Zuercher stated she supports the name "Bridge Park Avenue" for the street name.

Wallace Maurer, 7451 Dublin Road withdrew his request to speak. He will review the basics of the project online.

Nelson Yoder and Russ Hunter, Crawford Hoying Development Partners, 555 Metro Place North addressed Council.

Mr. Yoder noted that Mr. Hunter has been the Design Director for Crawford Hoying for 18 months. Mr. Yoder noted that he worked with Mr. Hunter for 8 years at a large architectural firm in Columbus. His experience includes Easton Town Center, Greene Town Center, and other master planning.

Mr. Hunter shared a presentation regarding the work he has done for this project, working through a higher level of detail with staff in response to the Commission's comments. Bridge Park is a mixed-use development, but at its core it will be a dining destination. The goal is for a first-class pedestrian experience in an urban environment. They looked at comparables throughout the Columbus area, including the height of buildings and street envelopes. He shared his findings with Council by displaying a number of pictures Council illustrating a variety of patio eating areas around the Columbus area to illustrate the range in sizes. He summarized that they believe what is proposed is a better solution for all of the reasons already outlined.

Council members thanked them for their input.

Mr. Reiner moved to approve the preliminary plat as submitted.

Ms. Salay seconded the motion.

Vice Mayor Gerber asked for clarification. Does "as submitted" mean what was submitted to Council over the weekend, or what was presented tonight?

Ms. Husak stated that the motion should reflect that the revised sections of the preliminary plat as presented tonight are being approved.

Ms. Chinnici-Zuercher moved approval of the preliminary plat for Bridge Park East with the revised design as presented this evening.

Mr. Peterson seconded the motion.

Vote on the motion: Mr. Reiner, yes; Vice Mayor Gerber, yes; Ms. Salay, yes; Mr. Peterson, yes; Mayor Keenan, yes; Ms. Chinnici-Zuercher, yes.

Vice Mayor Gerber noted his objection to the process.

Mayor Keenan stated that Council has worked hard to keep the process moving, and this advances the project forward.

Mr. Reiner noted his support is based on the inclusion of the cycle stripe.

Ms. Salay added that she supports the name "Bridge Park Avenue."

- Adoption of 2015 Council Regular Meeting schedule

Ms. Chinnici-Zuercher moved approval of the proposed schedule.

Mayor Keenan suggested that a revision be made to the scheduled date of the first meeting of the 2015. It is proposed as Monday, January 12 – the date of the National



City of Dublin

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

AUGUST 7, 2014

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

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

Proposal: A request for 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.

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. This is also a request for review and recommendation of approval to City Council for a Preliminary Plat Review under the provisions of the Subdivision Regulations.

Applicant: Nelson Yoder, Principal, Crawford Hoying Development Partners.

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

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

MOTION #1: Mr. Taylor moved, Ms. Kramb seconded, to recommend **approval** of 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).

VOTE: 7 – 0.

RESULT: The Development Plan Waivers were **approved**.

RECORDED VOTES:

Chris Amorose Groomes Yes
Richard Taylor Yes
Amy Kramb Yes
John Hardt Yes
Victoria Newell Yes
Todd Zimmerman Yes
Amy Salay Yes

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

MOTION #2: Mr. Hardt moved, Mr. Zimmerman seconded, to recommend **approval** of 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 uses, exact acreages required and provided, and general program, at the Development Plan Review, with determinations as part of the Site Plan Review.

* Mr. Nelson Yoder agreed to the above ten conditions.

VOTE: 7 – 0.

RESULT: The application for Basic Development Plan with ten conditions was **approved**.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Amy Kramb	Yes
John Hardt	Yes
Victoria Newell	Yes
Todd Zimmerman	Yes
Amy Salay	Yes

MOTION #3: Ms. Newell moved, Mr. Zimmerman seconded, to recommend **approval** of the following Preliminary Plat with 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;

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

- 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.

* Mr. Nelson Yoder agreed to the above six conditions.

VOTE: 7 – 0.

RESULT: The Preliminary Plat with six conditions was **approved** to be forwarded to City Council.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Amy Kramb	Yes
John Hardt	Yes
Victoria Newell	Yes
Todd Zimmerman	Yes
Amy Salay	Yes

MOTION #4: Mr. Hardt moved, Mr. Taylor seconded, to require the Development Plan Review by the Planning and Zoning Commission.

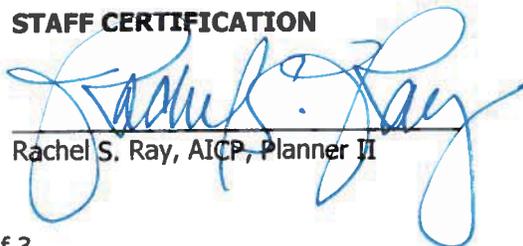
VOTE: 7 – 0.

RESULT: The Planning and Zoning Commission will be the Required Reviewing Body.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Amy Kramb	Yes
John Hardt	Yes
Victoria Newell	Yes
Todd Zimmerman	Yes
Amy Salay	Yes

STAFF CERTIFICATION



Rachel S. Ray, AICP, Planner II

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 Lots and Blocks 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 Development Plan Waivers.

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

Ms. Amorose Grooms 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 Grooms 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.



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ADMINISTRATIVE REVIEW TEAM

RECORD OF DETERMINATION

JULY 31, 2014

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

4. Bridge Park East – Mixed-Use Development Project

Riverside Drive and W. Dublin-Granville Road
Basic Plan Review/Preliminary Plat

14-070BPR/PP

Proposal: A request for 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.

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. This is also a request for review and recommendation of approval to City Council for a Preliminary Plat Review under the provisions of the Subdivision Regulations.

Applicant: Nelson Yoder, Principal, Crawford Hoying Development Partners.

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

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

DETERMINATION #1: Recommendation of approval to the Planning and Zoning Commission of 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).

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

- 1) City Council approval of the area rezoning to the BSD Scioto River Neighborhood District;
- 2) That the applicant select building types that are permitted in the BSD Scioto River Neighborhood District, or seek a Waiver;
- 3) That the applicant work with the City to establish a development agreement for this project;
- 4) That the applicant dedicate the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;

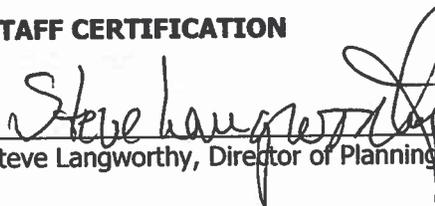
- 5) That the applicant address any remaining Engineering details as part of the Development Plan Review;
- 6) That the applicant coordinate with the City and Washington Township Fire Department to ensure fire accessibility throughout the site as part of the Development Plan Review;
- 7) That the applicant 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.

DETERMINATION #3: Recommendation of approval to the Planning and Zoning Commission for the Preliminary Plat with five 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 dedicate 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; and
- 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.

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

STAFF CERTIFICATION


Steve Langworthy, Director of Planning

Ray Harpham said if they request a Master Sign Plan, the ART could be in a position to recommend approval because they meet the height requirement and are working to integrate the sign with the building's architecture.

Ms. Husak said it is a matter of timing for the applicant, with the potential for a determination next week by the ART. She said a review by the Planning Commission would push back the approval another month.

Mr. Somerfelt asked if the overall aesthetics of the sign met ART approval. [The ART members concurred.]

Steve Langworthy confirmed there were no additional comments or questions on this application and concluded a determination is scheduled for next Thursday, August 7, 2014, unless directed otherwise by the applicant.

DETERMINATION

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

Rachel Ray said this is a request for 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 (relocated), south of the future John Shields Parkway, west of Tuller Ridge Drive, and north of West Dublin-Granville Road. She said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Basic Development Plan Review application under the provisions of Zoning Code Section 153.066(D). She said this is also a review and recommendation of approval to City Council for a Preliminary Plat Review under the provisions of the Subdivision Regulations.

Ms. Ray presented a slide showing the site and then provided an overview of where this application for Basic Development Review is in the context of the current applications on file, and the upcoming applications that will be filed. She explained that the purpose of the Basic Development Plan Review is to make sure the framework that will enable the future mixed-use development at this site is cohesive and will ensure that a strong public realm is established. She explained that this application is not intended to serve as a determination for all project details associated with the public or private realm. She stated that further details will be determined at the Development Plan Review, Basic Site Plan/Site Plan and Final Plat stages. She said there are some questions still to be worked through, and pointed out that the applicant is meeting with the City on a weekly and almost daily basis to coordinate these items.

Ms. Ray said the applicant has also filed an application for Development Plan Review for Phase One of this project, although the applicant has requested a time extension to allow time to address the issues and obtain feedback from the Commission on the Basic Development Plan. She said that by the time the Development Plan Review for Phase One is ready to move forward, all of the detailed items that have not been determined at this stage will need to be for that review. She said following the Development Plan Review, the next step is the Basic Site Plan Review, which is a review of the conceptual buildings, uses, and site details, and finally, the last step is the Site Plan Review, which is likely to proceed in phases by block and will serve as the most detailed review out of all of the applications since all of the architectural details, open space details, parking, landscaping, signs, and other site details will be reviewed at that time.

Ms. Ray presented a slide showing the proposed Basic Development Plan. She said that the proposed plan includes a grid street network forming seven blocks for development. She stated that the Basic Development Plan involves the public realm elements, including 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, Tuller Ridge Drive, Mooney Street), and a future mixed-use shopping corridor designated along portions of Broadstone Avenue and Riverside Drive. She said this application also includes 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 said the Code analysis for the project includes the Lots and Blocks requirements. She explained that Waivers are required for Blocks 'D' and 'H' because the east and west faces of both blocks each exceed the 500-foot maximum block length, and when combined with the other block lengths, the total block perimeter also exceeds the maximum of 1,750 feet. She said approval is recommended for the Waivers. She explained that the intent of the maximum block length provisions is to prohibit "superblocks" from being established, which limit pedestrian connectivity and do not appropriately distribute traffic. She stated that the plan meets the intent of this requirement by providing mid-block pedestrianways through private drives, which serves to break up the blocks and allow for connectivity through the site. She added that the greenway along the south side of John Shields Parkway adds an additional 80 feet to the block length measurement, which is a condition unique to these two blocks.

Ms. Ray said the Street Types section of the Code addresses the designation of street families and street elements such as bicycle facilities. She explained that five-foot one-way cycletracks are proposed along both sides of "Broadstone Avenue," which is the main shopping corridor that is part of the regional cycletrack system through the Bridge Street District. She said that the cycletrack transitions into an eight-foot, two-way cycletrack along Riverside Drive. She said that a condition was recommended to begin to identify accommodations for transit stops, as well as on-street parking details. She said at Mr. Hahn's suggestion at a previous meeting, the applicant should consider providing on-street parking spaces for motorcycles and scooters where full-length vehicular parking spaces will not fit. She said they will also need to continue to work through fire access throughout the site as the details come together. She said one of the recommendations is a condition that, in addition to Mooney Street being public south of "Broadstone Avenue," Banker Drive (shown as Reserve I) will also need to be a public street between Dale Drive and Mooney Street to allow for fire access. She said no on-street parking would be required on this portion of Banker Drive.

Steve Langworthy asked if that was because of the steepness of the road grade.

Ms. Ray said yes, the slope is about 10 percent in that area, which makes on-street parking challenging.

Ms. Ray said the Neighborhood Standards are also part of the Basic Development Plan Review. She explained that the consideration include placemaking elements such as the designation of the shopping corridor, providing a pedestrian-oriented streetscape, identifying street terminations, locations for gateways and open spaces, and later in the process, sign plans. She explained that along the shopping corridor, which is shown along portions of "Broadstone Avenue" and Riverside Drive, the Neighborhood Standards require a minimum 12 feet of clear sidewalk area. She said within the right-of-way, between the six-foot sidewalk and five-foot cycletrack area, a minimum of 11 feet is provided; the applicant will be required to provide a minimum of one additional foot to be provided within the Required Building Zone along the shopping corridor.

Ms. Ray stated that in terms of open spaces, staff met with the applicant yesterday to work through the placement of open spaces to meet the intent of the Code requirements for the provision of a high quality open space network. She said the applicant was also thinking through the private spaces, including restaurant patios, and how they will interact with the streetscape. She said those details would be finalized through the next phases of Development Plan and Site Plan Review.

Ms. Ray presented a slide showing the proposed Preliminary Plat. She said the Preliminary Plat can be viewed as the "technical" side of the Basic Development Plan Review. She referenced the plat content including the site conditions, lots, right-of-way dedication/vacation, lot line adjustments, street sections, reserves for private drives, grading and utilities, open space, and a tree survey.

Ms. Ray explained that the applicant had provided street sections for all of the roadways throughout the project area. She presented graphics depicting the sections for "Broadstone Avenue" and Riverside Drive. She stated that although the applicant is not constructing Riverside Drive, it is included on the plans given its integral relationship to the project. She provided overviews of the sections for Mooney Street and Tuller Ridge Drive, as well as section views on how the private drives will be installed over parking structures in some areas of the site.

Ms. Ray presented a slide showing a summary of the comments received from the ART on this application to date. She reiterated that this is the first of a multi-step process in the review of this project, with details increasing with each review. She commented that the applicant is in the process of working to establish a development agreement with the City Administration, although the agreement has not been finalized at this time. She noted the comments and conditions related to the shopping corridor and provision of a highly pedestrian-oriented streetscape, in addition to the attention that will be paid to ensuring that the applicant appropriately integrates open space into the development, including distribution, suitability, and design. She noted that stormwater information should be advancing, and the applicant should be prepared to make any corrections on the Preliminary Plat before it advances to City Council.

Ms. Ray referenced the comments from Fire, which at this time relate mainly to fire hydrant locations, the need for public streets in certain areas of the site to provide fire access, and private drive construction above garages. She noted that Mr. Perkins' comments indicated that surfaces must be capable of supporting a 75,000-lb. fire apparatus. She said Building Standards commented that the applicant should start thinking about a loading/trash/building services plan and utility services.

Ms. Ray said there are three ART actions required: 1) Development Plan Waiver Review for two waivers; 2) Basic Development Plan Review, based on the review criteria of Section 153.066(E)(3) for Development Plan Review; and 3) Preliminary Plat Review. She said the Planning and Zoning Commission will also make a determination on the required reviewing body for the Development Plan reviews.

Ms. Ray said approval is recommended for the two waivers, which are for:

1. Maximum Block Size (Block D) – to increase the maximum permitted block dimensions from 500 feet to +594 feet on the west and 607 feet on the east, and maximum block perimeter from 1,750 to +1,868 feet; and
2. Maximum Block Size (Block H) – to increase the maximum permitted block dimensions from 500 feet to 630 feet on the west and 686 feet on the east, and maximum block perimeter from 1,750 to +1,945 feet.

She said the Waiver review criteria have been met for both blocks.

Ms. Ray said approval is recommended for the Basic Development Plan, with 10 conditions:

- 1) City Council approval of the area rezoning to the BSD Scioto River Neighborhood District;
- 2) That the applicant select building types that are permitted in the BSD Scioto River Neighborhood District, or seek a Waiver;
- 3) That the applicant work with the City to establish a development agreement for this project;
- 4) That the applicant dedicate the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;
- 5) That the applicant address 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.

Mr. Langworthy said nearly all of the conditions are administrative in nature.

Ms. Ray said a lot of the conditions refer to the types of elements that are expected to be addressed with the Development Plan Reviews, and are noted here to make sure the applicant is aware.

Ms. Ray said approval is recommended for the Preliminary Plat with 5 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 dedicate 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.

Mr. Langworthy asked for clarification if the reconfiguration of the John Shields Parkway right-of-way was covered under condition five.

Ms. Ray said the reconfiguration is shown on the plat, and will be addressed in that manner.

Aaron Stanford said the applicant has already shown the necessary changes on the plat.

Mr. Langworthy asked for any additional comments.

Police Sergeant Rodney Barnes said Police is supportive of the proposal. He said they appreciate the amount of access provided through the area. He said Police has talked about increasing the officers in

this area, and making greater use of the substation within the Hard Road Fire Station, with a possible use for bike patrol.

Mr. Stanford noted that the applicant indicated that the street names may be changed further, and asked at what point will they be finalized.

Claudia Husak said the street names should be determined with the Preliminary Plat.

Nelson Yoder, Crawford Hoying Development Partners, said they are more concerned with the timing of the Final Plat than the Preliminary Plat and have focused on the end of the process. He said the Preliminary Plat could be delayed from advancing to City Council if needed to have time to work out the final street names.

Joanne Shelly said Barb Cox has been working with the applicant to coordinate the naming of the streets, and they could be finished as soon as next week.

Mr. Yoder said addresses will be assigned to the blocks and buildings after the street names have been determined.

Alan Perkins, Washington Township Fire Marshal, said based on the changes to Mooney Street to make it a public street, and the condition requiring Banker Drive to be public between Mooney Street and Dale Drive, Fire is comfortable with the streets. He said for the private drives, the Fire Department will need to make sure they have comfortable truck access, and if there are areas that will not accommodate a fire apparatus, they will need to make sure there are posted weight limits. He said he is waiting on locations for fire hydrant and set-up zones, and said he would have more comments as those elements are known in the next steps. He said the building types for the most part will be okay at six story buildings since they are likely to have sprinklers.

Ray Harpham commented that Building Standards' only comments at this time relate to waste management, and making sure that attention is paid to how this will function throughout the site.

Mr. Yoder said there is a meeting to discuss this very topic occurring right now, with other team members.

Fred Hahn said he had no further comments at this time beyond what had been included in the report.

Mr. Langworthy stated that this is a determination this week, with the recommendations to the Planning and Zoning Commission provided in the ART Report and presented at this meeting. He asked the applicant if he agreed to the conditions of each recommendation.

Mr. Yoder agreed to the conditions.

Mr. Langworthy said recognizing the applicant agrees to all the conditions as discussed the recommendation of approval stands and will be forwarded to the Planning and Zoning Commission.

Mr. Langworthy asked the ART if there were any additional questions or concerns regarding this application. [There were none.] He confirmed ART's recommendation to the Planning and Zoning Commission for this application for two Waivers, Basic Development Plan, and Preliminary Plat Review. He said the application was scheduled for the Commission's meeting agenda for August 7, 2014.

CASE REVIEW

5. Bridge Park East – Mixed-Use Development Project, Phase 1

14-071DP-BSC

Riverside Drive and Dale Drive Development Plan Review

Rachel Ray said this is a request for review and approval for four new blocks for development on approximately 17.28 acres, including 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. She said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Bridge Street District Development Plan Review under the provisions of Zoning Code Section 153.066.

Ms. Ray said there is nothing new to report on this application, since the applicant had requested a time extension to the August 21, 2014 Planning and Zoning Commission meeting. She said anything not addressed with the previous case for Basic Development Plan Review will need to be addressed as part of this Development Plan Review. She reiterated that the agenda for the August 21st Planning and Zoning Commission meeting will be published next Friday, August 8th, and there were a lot of items to be addressed in a very short amount of time, not to mention the Commission's feedback on the Basic Development Plan.

Nelson Yoder said they understand what information is still needed.

Ms. Ray said they will discuss the details further at the weekly coordination meeting next Wednesday.

Mr. Yoder said they will work on the details and be in touch.

Mr. Langworthy asked the ART if there were any additional questions or comments regarding this application at this time. [There were none.]

ADMINISTRATIVE

Steve Langworthy asked if there were any additional administrative issues or other items for discussion. [There were none.] The meeting was adjourned at 3 pm.

CASE REVIEWS

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

Rachel Ray said this is a request for preliminary review for six new blocks for future development on approximately 27.3 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. She said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Basic Development Plan Review application under the provisions of Zoning Code Section 153.066(D). She said this is also a review and recommendation of approval to the Commission and City Council for a Preliminary Plat Review under the provisions of the Subdivision Regulations.

Ms. Ray said she and other staff members had met with the applicant yesterday afternoon to review the streetscapes and referenced an Exhibit the applicant had supplied showing the proposed right-of-way configuration for "Park Avenue."

James Peltier, EMH&T, explained how they have realigned the right-of-way for Park Avenue to follow the roadway curvature and noted the difference at the intersection with Mooney Street.

Ms. Ray confirmed that relocating the cycletrack to the sidewalk side of the planter would allow for additional walkway area.

Barb Cox said she understood and thought the right-of-way was shown appropriately.

Russ Hunter, Crawford Hoying Development Partners, asked if the cycletrack should be the same material as the sidewalk, or a different material.

Fred Hahn suggested that the cycletrack on Park Avenue should have the same materials as the sidewalk but maybe a six-inch band could differentiate the space between the cycletrack and sidewalk. Ms. Cox agreed.

Steve Langworthy asked how many parallel parking spaces were shown.

Ms. Cox said they may have to reduce the number of parallel parking spaces to accommodate an appropriate number of ADA-accessible spaces. She assumed the two blocks along Park Avenue would need at least one.

Mr. Langworthy asked what the requirement was for the number of accessible spaces. Ms. Cox indicated that it was based on the total number of parking spaces provided. Mr. Langworthy asked if the spaces needed to be differentiated between public parking and garages. Ms. Cox said handicap spaces need to ramp onto a sidewalk, be slightly longer than regular eight-foot parallel spaces and an appropriate number of spaces will be needed for public streets. She said once the buildings are designed, the number of ADA spaces within the garage can be determined. Mr. Langworthy asked at which point that was dealt with. Ms. Cox answered sooner rather than later.

Joanne Shelly asked if the curb could be pushed down rather than providing a ramp. Ms. Cox answered that was not possible as they would have to do a whole section of curbing in that manner, and that would not work in this instance. Mr. Hunter asked if additional parking spaces could be provided on Park Avenue closer to the intersections. Ms. Cox said maybe one more could be added, but they would need to look at it based on intersection spacing. Mr. Langworthy suggested that maybe that is where the handicap spaces are provided.

Ms. Cox said the intent is to make this area highly active in terms of pedestrian activity so she suggested placing one or two accessible spaces on Riverside Drive and one or two accessible spaces on Mooney Street.

Mr. Langworthy inquired about the ratio of parking for office space and residential development. Mr. Hunter replied it all factored into the parking numbers. He said they could put in extra office square footage in Building C1 and B1 while still meeting and exceeding the parking requirements.

Ms. Ray questioned why the cycletracks were shown on the plans only next to the planters. Ms. Cox said it was a carry-over from concept previous project that the material would be different, and the line delineates material changes. She explained there was likely going to be a band between the sidewalk area and the cycletrack area, but staff had not yet determined the details for where it starts and stops.

Mr. Hahn confirmed that at this conceptual level, it is appropriate to just show the dimensions. Ms. Cox and Ms. Ray agreed.

Ms. Ray asked the applicant if they were comfortable with the dimensions for the right-of-way, what was on the plat, the conceptual development plan, and Park Avenue. The response was yes.

Ms. Ray asked about the provision of a minimum 12 feet of clear area in front of Building G1, as required for the shopping corridor. Mr. Peltier indicated that the shopping corridor was not expected to extend east to that block.

Mr. Hahn suggested that the applicant consider providing parking spaces designated for motorcycles, particularly if there were areas that were too small for vehicular parking spaces.

Ms. Ray reported she received an email from Brian Quackenbush earlier that day regarding Riverside Drive and switching the location of the cycletrack adjacent to the sidewalk. She said she had discussed the street section with staff, and staff had agreed that the same approach for Park Avenue could be applied to Riverside Drive for consistency.

Mr. Langworthy asked the applicant what they planned to present to the Commission. Mr. Peltier answered they would show the building footprints on the Basic Development Plan. Ms. Ray said the applicant needs sections as part of the Preliminary Plat.

Ms. Ray said she had not had a chance to meet with staff to discuss Mooney Street and whether it would be public or private at this time, but she planned to meet with staff after today's ART meeting to have a recommendation for the applicant before the end of day Friday.

Ms. Ray asked if there were any other higher level topics requiring discussion. She said she had forwarded Ms. Cox's memo on the Basic Development Plan/Preliminary Plat to the applicant and asked the applicant if they had any questions about Ms. Cox's comments at this time.

Ms. Ray offered Time Extension forms to the applicant as the ART is obligated to make a recommendation next week on all of the open applications. She asked that the forms be returned tomorrow or Monday. Ms. Ray requested electronic filings as soon as possible so she would have enough time to properly review and draft her Planning Reports. She asked if there were any further questions. Mr. Langworthy asked the applicant when we might start to see actual building plans. Mr. Hunter replied "soon." He said they were trying to get through the Basic Development Plan first.

Claudia Husak inquired about the signatures on the application form from the medical office property. Mr. Hunter said it was in progress.

Mr. Langworthy asked the ART if there were any additional questions or comments regarding this application at this time. [There were none.] He stated that the ART's recommendations to the Planning and Zoning Commission for the Basic Plan Review and to City Council for Preliminary Plat Review were scheduled for July, 31, 2014, unless the applicant decides to file a Time Extension.

3. Bridge Park East – Mixed-Use Development Project, Phase 1
14-071DP-BSC **Riverside Drive and Dale Drive**
Development Plan Review

Rachel Ray said this is a request for review and approval for four new blocks for development on approximately 17.28 acres, including 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. She said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Bridge Street District Development Plan Review under the provisions of Zoning Code Section 153.066.

Ms. Ray stated that pending the issues surrounding the Basic Development Plan/Preliminary Plat, a Time Extension for the Development Plan (Phase 1) was recommended.

ADMINISTRATIVE

Steve Langworthy asked if there were any additional administrative issues or other items for discussion. [There were none.] The meeting was adjourned at 2:35 pm.

- Sidewalk extension to allow for access from short-term parking;
- Standard directional signs; and
- Crosswalk markings

She said approval with one condition is recommended:

- 1) That the revised stormwater calculations be submitted with the building permit.

Mr. Gunderman asked the ART if there were any questions or concerns regarding this application. [There were none.] He confirmed the ART's approval of this request for Minor Project Review with one condition.

CASE REVIEWS

3. Verizon Wireless Co-Location – Avery Park Water Tower 14-067ARTW

**7697 Avery Road
Administrative Review**

Rachel Ray said this is a request for Verizon to replace six panel antennas and install three remote radio heads and one OVP distribution box on the Avery Park water tower. She said this is a request for review and approval of a wireless communications facility under the provisions of Chapter 99 of the Dublin Code of Ordinances.

Ms. Ray reported there have been no updates on this application since the previous ART meeting. She reported that she was waiting to hear back from the Law Director's office on the lease terms for this site since it is on a City-owned facility, although the lease should not have any impact on the application requirements. She said ART's determination is anticipated within the next two weeks, which still meets the required time frame for decision making.

Mr. Gunderman confirmed there were no additional comments or questions on this application and concluded a determination is scheduled for next Thursday, July 24, 2014 unless otherwise specified.

4. Bridge Park East – Mixed-Use Development Project

14-070BPR/PP

**Riverside Drive and W. Dublin-Granville Road
Basic Plan Review/Preliminary Plat**

Rachel Ray said this is a request for preliminary review for six new blocks for future development on approximately 27.3 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. She said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Basic Development Plan Review application under the provisions of Zoning Code Section 153.066(D). She said this is also a review and recommendation of approval to City Council for a Preliminary Plat Review under the provisions of the Subdivision Regulations.

Ms. Ray reported that a general staff meeting to review this application was held July 16th, and she had prepared a list of comments, questions, and a preliminary zoning analysis both for the Development Plan/Preliminary Plat as well as the Development Plan to serve as a starting point for the discussion with the ART at today's meeting. She provided three sets of comments on each of the applications to the applicants and the ART members, and noted that revisions would be necessary on the plans before a recommendation can be made to the Planning and Zoning Commission. She said she planned to meet with the applicant again immediately following this ART meeting to walk through more of the detailed items to be addressed on the plans, but she would like to discuss some of the higher level issues at today's meeting.

Ms. Ray began by laying out the concerns and issues with the following as part of the Preliminary Plat:

Right-of-Way

- Private streets should be provided in reserves on the plat, and reserve lines should mirror the sections for public streets.
- Banker Drive (currently noted on the plans as Bond Avenue) should be public between Mooney Street and Dale Drive, and interim and future conditions should be provided given the existing car dealership on the south side of that future roadway. Ms. Ray stated that additional information about how the project would address development on the south side of this roadway, until future development was proposed, would be needed.

Brian Quackenbush, EMH&T, clarified that the public portion would end when Banker Drive extends over the proposed parking structure for the segment between Riverside Drive and Mooney Street.

Ms. Ray continued:

- Mooney Street south of Park Avenue should be public, since it is no longer proposed over a parking structure, and the street section should be consistent as the segments north of Park Avenue, with on-street parking on both sides of the street.
- The applicant should provide an exhibit showing all of the lot lines to be reconfigured or adjusted, including Dale Drive/Park Avenue (and the Dale Drive vacation); John Shields Parkway and Riverside Drive; and the greenway parcels south of John Shields Parkway.
- The applicant should provide detailed sections for all streets and street segments, including all of the variations (such as where turn lanes are added).

Barb Cox inquired about Block F where Lot 1 and Lot 2 were noted but the lot lines were not shown. Mr. Langworthy stated that better defined blocks were needed and setbacks should be noted.

Mr. Quackenbush asked if, for the private streets, the lot lines should be drawn at the curb or walkway and not at the edge of the building as there is no tree lawn. Ms. Ray responded staff prefers a sidewalk in the area and suggested mirroring the sections for the public streets.

Ms. Cox pointed out several areas where the proposed lot lines did not join that would need to be corrected.

Ms. Ray continued:

Parcels/Lots

- Lot sizes are dependent on the proposed building types, and the applicant should indicate the conceptually proposed building types and uses anticipated for each block and lot. She suggested a table reference.
- She asked the applicant if they ever planned to subdivide the blocks into smaller parcels for future financing purposes, and suggested that they consider a game plan for how the parcels could be configured, and if there would be an impact on the plat.
- She stated that known open spaces should be shown in public access easements.

Other Improvements

- She stated the applicant still needed to provide a master utility plan with the Preliminary Plat.

Ms. Cox said utility provisions were needed or there could be issues with the utility easements and future building placement.

Mr. Quackenbush said the private streets were over the parking garages, and he did not anticipate the need for utility easements to run through the private streets.

Ms. Cox pointed out a few areas where the reserve areas meet the rights-of-way and where the transformers sit. Mr. Quackenbush agreed with Ms. Cox's assessment. She said there may just be three or four instances.

Ms. Cox asked the applicant to make sure the plans included "environmental" aspects of the site, including existing wetlands, buried structures, etc.

Jeff Tyler said there may be more issues and comments to come on the electrical plans, and he is continuing to meet with the applicant to discuss and coordinate Building Code related issues.

Ms. Ray stated that to conclude the discussion on the Preliminary Plat, a few additional design details were noted on the comment sheet she had provided the applicant, including the need for updated proposed street names, fixing the plan scale, providing a table showing all block dimensions, and providing a tree survey for the portion of the site north of Tuller Ridge Drive.

Ms. Ray referred everyone to the comments she had prepared on the Basic Development Plan which included the following key issues:

Required Waivers

- Blocks "D" and "H" exceed block length and perimeter, and other block waivers may be identified once the applicant provides the correct block measurements. Ms. Ray said the Waiver could be reviewed either as part of the Basic Plan or Development Plan applications.

Nelson Yoder, Crawford Hoying Development Partners, said he preferred to submit the Waiver request with the Basic Development Plan. Ms. Ray agreed that since the Preliminary Plat would be affected the Waivers should be discussed as early as possible.

Street Sections

- Ms. Ray stated that the ART and the Planning and Zoning Commission will require a much clearer understanding of the vision for each street, including detailed sections at a minimum 20-scale. She agreed that final details will be determined with the Development Plan Review (refer to comments on case 14-071DP-BSC, below).

Neighborhood District Standards

- Ms. Ray reiterated the applicant's need to think through the vision for the shopping corridor(s) along Park Avenue and Riverside Drive (since the required shopping corridors had not yet been identified), the gateways, and other urban design elements of the streetscape.

Ms. Ray noted technical issues:

1. Block Measurements - Blocks need to be measured along rights-of-way where they exist, and along the section edges of the private streets, and/or property lines. Provide a table showing calculations (total length of each side and total perimeter).
2. Vehicular Access Configuration – Engineering is still reviewing.
3. Mid-block Pedestrianway - Required for Block G on shopping corridor
4. Plans/Additional Information Needed
 - a. Scale should be no larger than one inch = 100 feet
 - b. Gray out the building footprints (the property/right-of-way lines should be more prominent)
 - c. Identify existing/future Principal Frontage Streets
 - d. Identify front/corner side/side property lines (based on building orientation)
 - e. Show lot configuration (refer to Preliminary Plat comments)
 - f. Show all typical sections (refer to Preliminary Plat comments)
 - g. Show location and dimensions of planned shopping corridor

Ms. Ray summarized the main issues with the Basic Development Plan and that a clearer vision was needed for the character of the streets throughout this project before the application moves forward. She said this, to some extent, also applies to the open space plans because while all the final details do not need to be solidified at this stage, the applicant needs to demonstrate how they are starting to think through the details of their placement, dimensions, character, purpose, function, etc. for open space.

Mr. Langworthy suggested that the applicant show the required build zones (RBZ) on the plans and not the building footprints, since the purpose of the Development Plan application is to focus on the street network and block framework. He said the applicant should understand that the buildings will then have to be sited within the RBZ range.

Ms. Ray suggested that the applicant show the building footprints on the plans for the Development Plan. Mr. Quackenbush said that taking buildings off of the Development Plan would be quite a challenge because then there would not be much left.

Joanne Shelly suggested just providing the building envelope. Ms. Ray agreed, because the building footprint outlines would help illustrate the locations of parking structures and vehicular access.

Ms. Cox referred back to the Preliminary Plat and noted that there were a few requirements such as rights-of-way with chamfered corners that would require variances by City Council since they are technically required by the Subdivision Regulations, but are not necessarily appropriate for urban streets. Mr. Langworthy said those items would be noted in the report.

Mr. Langworthy asked about the process for vacating right-of-way for existing Dale Drive. Ms. Cox said it can be done with the Final Plat. Ms. Ray asked for an exhibit to clarify each of the lot line adjustments, right-of-way vacations, etc.

Ms. Ray reiterated that the plans for the street sections needed to be at a larger scale with a much greater level of detail. She indicated that when this goes to the Commission, they will want an understanding of the vision for Park Avenue that will include the look/feel, where the private patio spaces will be accommodated, how the open spaces will be integrated into the streetscape, and how the other less prominent streets will feel as well. She stated that Park Avenue will terminate at the pedestrian

bridge landing point, and the ART, Commission, and City Council will all want wide sidewalks and an exceptional public realm along Park Avenue leading up to the park and the bridge. She indicated that at this stage, the Commission will be looking for "vision" and not necessarily all of the details – just an understanding that the project's public improvements and public realm are headed down the right path.

Mr. Yoder asked what would be considered enough walkway area. Mr. Langworthy asked if each street will have a section drawing.

Ms. Ray stated each street needed to have its own section, including where street segments had different sections. She recommended that the applicant carefully review the preliminary analysis she had provided, and provide the information highlighted in yellow that is still missing since that information would be needed before the project moves forward.

Matt Starr, Crawford Hoying Development Partners, asked about the mid-block pedestrianway requirements along the shopping corridor. Ms. Ray noted the blocks exceeding 400 feet on a shopping corridor would require a mid-block pedestrianway. She also referred to item #4 of the Development Plan.

Mr. Yoder inquired if they could stop the shopping corridor to avoid the need for a mid-block pedestrianway. He suggested that portions of the Riverside Drive frontage and the first two blocks of Park Avenue could serve as the shopping corridor.

Ms. Ray said the Code had a minimum required length for the shopping corridor, and the applicant would need to show how the minimum length was provided on the plans since that information had not been provided.

Mr. Langworthy asked the ART if there were any additional questions or comments regarding this application at this time. [There were none.] He stated that the ART's recommendations to the Planning and Zoning Commission for the Basic Plan Review and to City Council for Preliminary Plat Review were scheduled for July, 31, 2014.

5. Bridge Park East – Mixed-Use Development Project, Phase 1
14-071DP-BSC **Riverside Drive and Dale Drive**
Development Plan Review

Rachel Ray said this is a request for review and approval for four new blocks for development on approximately 17.28 acres, including 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. She said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Bridge Street District Development Plan Review under the provisions of Zoning Code Section 153.066.

Ms. Ray said after conducting a preliminary review of the plans since they had been submitted last week, she had identified a significant amount of detail on the public improvements that have not yet been provided. She said she had met with the Director of Strategic Initiatives/Special Projects to discuss the level of information that the City is comfortable making a recommendation on at this stage of the project, and he agreed that a comfort level on the details for project elements including the disposition of each of the public/private streets, the cycle track configuration on Park Avenue, and the streetscape character of Park Avenue and Riverside Drive needed to be reached before the Development Plan moves forward.

Ms. Ray stated that with a bit more information, the Basic Development Plan application could move forward, since it is more conceptual in nature, but she strongly recommended that the applicant consider



PLANNING AND ZONING COMMISSION

MEETING MINUTES

JULY 10, 2014

AGENDA

- 1. **Zoning Code Amendment-Bridge Street District
14-039ADMC
(Approved 5 – 0)** **Scioto River Neighborhood District
Zoning Code Amendment**
- 2. **Zoning Map Amendment/Area Rezoning-Bridge Street District
14-040Z
(Approved 5 – 0)** **Scioto River Neighborhood District
Zoning Map Amendment**
- 3. **Zoning Code Amendment-Bridge Street District
13-095ADMC
(WORKSESSION)** **Zoning Code Amendment**

Chris Amorose Groomes called the meeting to order at 6:30 p.m. and led the Pledge of Allegiance. Other Commission members present were Amy Kramb, Richard Taylor, Victoria Newell, John Hardt, and Todd Zimmerman. Amy Salay was absent. City representatives were Steve Langworthy, Claudia Husak, Jennifer Readler, Dana McDaniel, Logan Stang, Nicki Martin, Rachel Ray, Andrew Crozier, Jeff Tyler, Devayani Puranik, Terry Foegler, Joanne Shelly, and Flora Rogers.

Motion and Vote

Richard Taylor moved to accept the documents into the record as presented. John Hardt seconded. The vote was as follows: Ms. Kramb, yes; Mr. Zimmerman, yes; Ms. Newell, yes; Ms. Amorose Groomes, yes; Mr. Hardt, yes; and Mr. Taylor, yes. (Approved 6– 0.)

Ms. Amorose Groomes said there is a presentation that will be first and following the cases will be heard in order of the published agenda and briefly explained the rules and procedures of the Planning and Zoning Commission.

Presentation Bridge Park East Project

Nelson Yoder, Crawford Hoying Development Partners, provided a project overview on the planned Bridge Park East mixed-use development. He said his intent was to inform the Commission of changes that have been incorporated into the plan since the Commission's informal review in November 2013.

Mr. Yoder said the changes are related to the comments related to blocks sizes being too big and the recommendation that the blocks needed to be broken up. He said they improved the building design with enhancing the character, they provided more open space, extended the shopping corridor to the east, and provided more office square footage and meeting places to address the need for more space for Dublin's corporate citizens. He said they have increased the square footage to 60,000 square feet of office space spread throughout five different buildings and are taking advantage of the best views available within the project. He stated that they had reduced the number of residential units from 741 to 596.

Mr. Yoder said the target audience includes current and future Dublin corporate citizens, capturing the companies that are here now and attracting new Class A offices, while having the residential units

capable of attracting a nice spectrum of empty nesters and young professionals. He said this is an approximately 24-acre project in a great area of the city while still being a walkable district that is highly engaged with the river and adjacent parks. He said the project will include a 500 seat theater, gathering spaces with pocket parks, restaurants, convention center space, and a hotel that would likely be a Marriott product. He said economically, they are expecting to create 500 full time jobs for two full years for the project construction, as well as 1,000 full time equivalent jobs.

John Hardt asked Mr. Yoder to clarify the limits of Phase One of the project.

Mr. Yoder said phase "1A" is basically the existing Bridge Point Shopping Center, for which they plan to ask for demolition permits as soon as tenant relocations are complete, and areas slightly north of existing Dale Drive.

Mr. Hardt asked for the height of each of the new buildings.

Mr. Yoder said the corner building will be 85,000 square feet and will be a four or five story building. He said the hotel is four stories of guest rooms with a ground floor amenity space for a total of five stories, the next building has two stories of office/fitness with fitness/retail on the ground floor with four stories of apartments above for a total of six stories. He said the potential condominiums will be six stories with 12-foot ceiling height.

Richard Taylor said the changes are great and the project is headed in the right direction. He said he appreciates the applicant's response to the Commission's comments that they provided last November.

Todd Zimmerman said he likes the concepts and indicated that the progress on the implementation of the Bridge Street District is eye opening.

Victoria Newell said she appreciates the applicant's efforts made to address the Commission's comments and asked for some details on proposed materials that will be used for this project.

Mr. Yoder said they are working with Moody Nolan to complete the next level of documentation to bring sections and detailed elevation views to the Commission to highlight the materials. He said they are looking at the combination of brick and stone with a variety of colors and types of brick that would be most appropriate while having the ability to bring in Hardiplank or masonry products to have a variety of materials focused on the upper levels of the buildings.

Chris Amorose Groomes said she appreciated the presentation and the opportunity to ask questions. She said it appears that great strides have been made, although she said she still had concerns with the breakdown of uses and the amount of residential uses and apartments along Riverside Drive. She said she is concerned that only 18,000 square feet of retail in the entire first phase would be too small an amount compared with 1.1 million square feet of residential square footage. She thought that a more appropriate balance would be critical to balancing the traffic generated by this development.

Mr. Yoder agreed, but said that they would need to closely monitor the balance of parking. He said that residential development generates less parking at the equivalent of about 1.5 spaces per thousand square feet, while office uses generate about three to five spaces per thousand, but both hit the tax rolls at the same rate. He said changing the mix of uses could put the parking out of balance where they would not be able to afford to build the parking needed to support the office uses.

Ms. Amorose Groomes asked if they have started to identify interior spaces that will be used for structured parking.

Mr. Yoder said a location might be available further up the hill as the project expands, but would not be something that would be considered within the first phase.

Ms. Amorose Groomes thanked Mr. Yoder for the presentation.

1. **Zoning Code Amendment-Bridge Street District Scioto River Neighborhood District
14-039ADMC Zoning Code Amendment**
and
2. **Zoning Map Amendment/Area Rezoning-Bridge Street District
14-040Z Scioto River Neighborhood District
Zoning Map Amendment**

Chris Amorose Groomes said the following two cases were previously tabled and will be heard together but will require separate actions. She said the following applications are requests for review and recommendation to City Council for modifications to the Zoning Code to establish a new Bridge Street District zoning district and related Code amendments for the BSD Scioto River Neighborhood District and for an area rezoning of 23 parcels for the BSD Scioto River Neighborhood and BSC Public Districts in the Bridge Street District.

Rachel Ray said this case was tabled at the June 5th Planning and Zoning Commission meeting. She said Planning has modified the name of the district from "BSD Riverside Neighborhood District" to the "BSD Scioto River Neighborhood District" in response to the Commission's comments from the last review.

Ms. Ray said the majority of the Zoning Code amendments involve the Neighborhood Standards, which includes the new standards for the Scioto River Neighborhood, in addition to related Code amendments to some of the other main sections of the Bridge Street District zoning regulations.

Ms. Ray said the text follows the same general format and outline as the other neighborhood districts. She explained the history for the creation of the neighborhood districts, and noted that the components had been drafted in coordination with the developers and land owners who were working on plans for the Indian Run and Sawmill Center neighborhood districts at the time. She said the general locations for the shopping corridors, street network framework, open space network, and other elements that the developers were contemplating had been incorporated into the draft regulations and the associated graphics.

Ms. Ray referred to the updated Riverside Neighborhood District graphic and noted the updates, including an arrow at the east end of the shopping corridor for a mixed use activity node, a designation on the graphic indicating limited vehicular access adjacent to the roundabout at the intersection of Riverside Drive and State Route 161, and modifications to the boundaries of this district consistent with the modifications to the zoning map.

Ms. Ray said the modification to the proposed zoning text included the District Scope and Intent to emphasize the importance of a balance of land uses, in addition to a modification to the use table to require conditional use review for transit stations and conference centers. She said the Law Director's office requested that the reference of the "Group Residences" be eliminated from the use table entirely. She said the most significant modification is related to the Building Types. She stated that at the June 5th meeting, the Commission requested the elimination of wood and fiber cement siding as a permitted primary material and also to reduce the maximum permitted height for corridor buildings from 7.5 down to 5.5 stories in all Bridge Street District zoning districts. She said they have received three letters from potential developers in the Bridge Street District with some concerns about those two provisions, along



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ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

JULY 10, 2014

ART Members and Designees: Steve Langworthy, Planning Director; Fred Hahn, Director of Parks and Open Space; Aaron Stanford, Civil Engineer; Jeff Tyler, Building Standards Director; Jeremiah Gracia, Economic Development Administrator; Alan Perkins, Washington Township Fire Marshal; and Sgt. Rodney Barnes, Police.

Other Staff: Rachel Ray, Planner II; Devayani Puranik, Planner II; Marie Downie, Planner I; Jonathan Staker, Planning Assistant; Nicki Martin, Planning Assistant; Logan Stang, Planning Assistant; Andrew Crozier, Planning Assistant; and Flora Rogers, Administrative Assistant.

Applicants: Russ Hunter, Crawford Hoying Development Partners; Brian Quackenbush, EMH&T; Jay Boone, Moody Nolan; James Peltier, EMH&T; and Nelson Yoder, Crawford Hoying Development Partners (Cases 2 & 3).

Steve Langworthy called the meeting to order. He asked if there were any amendments to the July 3, 2014, meeting minutes. He confirmed that ART members had sent their modifications to Ms. Rogers prior to the meeting. The minutes were accepted into the record as amended.

INTRODUCTIONS

**1. Verizon Wireless Co-Location – Avery Park Water Tower
14-067ARTW**

**7697 Avery Road
Administrative Review**

Rachel Ray said this is a request for Verizon to replace six panel antennas and install three remote radio heads and one OVP distribution box on the Avery Park water tower. She said the applicant had originally requested to punch in a new port entry hole for the cables; however, after discussions with Engineering, who had expressed concerns with adding a new hole in the water tower, the applicant is now proposing to reconfigure the existing wires and use one of the existing entry ports instead. She said since this is City-owned land, the City's legal counsel for wireless issues is looking at how this request relates to the existing lease in effect for this site. She said this will require more time for review, and therefore a determination on this request is anticipated for the July 24th ART meeting (barring any issues raised).

Steve Langworthy asked the ART if there were any initial questions or concerns with respect to this application.

Aaron Stanford confirmed that Engineering had preliminarily reviewed the request and found the port entry detail to be acceptable.

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

Rachel Ray said this is a request for a Basic Development Plan and Preliminary Plat for preliminary review for six new blocks for future development on approximately 27.3 acres, in addition to new public rights-

of-way, for a future mixed-use development located 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.

[ART discussion summarized below.]

3. Bridge Park East – Mixed-Use Development Project – Phase 1

14-071DP-BSC

**Riverside Drive & Dale Drive
Development Plan Review**

Rachel Ray stated this is a request for Development Plan Review for four new blocks for development on approximately 17.28 acres, including new public rights-of-way for a future mixed-use development on the east side of Riverside Drive at approximately the intersection of Dale Drive, north of West Dublin-Granville Road.

Ms. Ray said there was a Pre-Application Review at last week's ART meeting for both applications. She explained that staff had also met with the applicant yesterday to review the updated plans and to discuss the approach to obtaining the property owners' signatures for the COTA Park and Ride site and the medical office building on Dale Drive. She stated that staff had agreed to process the application and begin the reviews, provided the property owner signatures are obtained prior to a determination on each application. She reiterated that the ART recommendations to the Planning and Zoning Commission are targeted for Thursday, July 31st for both applications.

Ms. Ray said the first application is for the Basic Development Plan and Preliminary Plat, which covers the larger area south of John Shields Parkway but does not include the land west of the Vrable site, north of John Shields Parkway. She described the Mooney Street extension south through the site, which would become private south of the new "Park Avenue" roadway in the southern portion of the site. She said the Basic Development Plan application is intended to review the street network and block framework for the site on a larger scale. She said the applicant has also filed a Preliminary Plat for the lots and future rights-of-way.

Steve Langworthy confirmed blocks A and B will be divided by a private street.

Ms. Ray explained that the proposed Zoning Code language for the BSD Scioto River Neighborhood District, which the Planning and Zoning Commission will review later this evening, includes special provisions for the measurement of block size given the unique block access circumstances near the future roundabout.

Ms. Ray said there are separate case numbers for the Basic Development Plan/Preliminary Plat and the Development Plan for Phase 1 of Bridge Park East. She stated that Phase 1 includes four blocks with the future "Park Avenue." She explained that the purpose of the Development Plan is to take a step further than the Basic Development Plan, looking at general building footprints and locations of streets, blocks, and lots, in addition to evaluating the proposal against the Neighborhood District standards that are currently being drafted.

Mr. Langworthy asked the applicant if they would like to comment further on the two applications.

Nelson Yoder, Crawford Hoying Development Partners, said the streets that will be installed above parking structures will be private. He provided an overview of the proposed public and private streets shown throughout the site.

Ms. Ray said the plans also include block dimensions, utility plans and open spaces. She reiterated that although the open space plan shows amenity decks as part of the "open space" provided on site, these spaces will not count toward the open space requirement.

Mr. Yoder described the intent of the open space distribution across the site, including larger pocket parks and pocket plazas intended to serve as larger gathering spaces, such as BriHi Square in Historic Dublin, in addition to smaller spaces along the sidewalk.

Ms. Ray said in terms of timing, she is looking at scheduling a General Staff meeting within the next week, and we will continue to meet with the applicant at the ART meetings until the recommendation scheduled for July 31st.

Mr. Langworthy instructed staff to prepare for the General Staff meeting and to review the applications from a broader perspective.

ADMINISTRATIVE

Steve Langworthy asked if there were any additional administrative issues or other items for discussion. [There were none.] The meeting was adjourned at 2:20 pm.



**Land Use and Long
Range Planning**

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ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

JULY 3, 2014

ART Members and Designees: Steve Langworthy, Planning Director; Gary Gunderman, Planning Manager; Dave Marshall, Review Services Analyst; Fred Hahn, Director of Parks and Open Space; Laura Ball, Landscape Architect; Aaron Stanford, Civil Engineer; Jeff Tyler, Building Standards Director; and Colleen Gilger, Economic Development Director.

Other Staff: Rachel Ray, Planner II; Jennifer Rauch, Senior Planner; Claudia Husak, Planner II; Joanne Shelly, Urban Designer/Landscape Architect; Devayani Puranik, Planner II; Marie Downie, Planner I; Jonathan Staker, Planning Assistant; Nicki Martin, Planning Assistant; Brad Conway, Residential Plans Examiner; and Laurie Wright, Staff Assistant.

Applicants: Russ Hunter, Crawford Hoying Development Partners; Brian Quackenbush, EMH&T; Jay Boone, Moody Nolan; Mike Bermeister, OHM Advisors (Case 1); Linda Menerey, EMH&T (Cases 4 & 6); Aaron Underhill, Underhill Yaross LLC (Case 4); David Blair, Ford and Associates Architects; Kevin McCauley, Stavroff Interests (Case 5); and Jim Muckle, Vrable Healthcare (Case 6).

Steve Langworthy called the meeting to order. He asked if there were any amendments to the June 26, 2014, meeting minutes. He confirmed that ART members had sent their modifications to Ms. Wright prior to the meeting. The minutes were accepted into the record as amended.

PRE-APPLICATION REVIEW

1. Bridge Park Mixed-Use Development

**Riverside Drive and State Route 161
Pre-Application Review**

Bridge Park East

Rachel Ray said this is a request for non-binding review of a potential application for a mixed-use development with residential, commercial, office, restaurant, hotel and conference center uses on approximately 25 acres located on the east side of Riverside Drive, north of State Route 161. She said 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).

Ms. Ray provided an overview of the applications that the applicant plans to file within the next week. She explained that the applicant would submit Basic Development Plan, Development Plan, and Preliminary Plat applications for the entire area shown as part of the Bridge Park East development. This area includes the land between Tuller Road to the north, east of the relocated Riverside Drive, north of West Dublin-Granville Road, and west of the new Dale/Tuller connector roadway but not including the Acura car dealership. She explained the proposed Development Plan application for Phase One that includes the new street currently identified as Park Avenue leading up to the future pedestrian bridge landing point, and adjacent development blocks. She explained that the applicant had met with City staff yesterday at their weekly project coordination meeting to review the application materials in preparation for the Pre-Application Review and the upcoming application submittals.

Brian Quackenbush, EMH&T, provided the ART with an overview of each of the plans submitted as part of the three separate applications that would be filed.

Colleen Gilger asked if Block 'F' was slated for a medical office building.

Russ Hunter, Crawford Hoying Development Partners, agreed that was presently the intent for that building.

Brian Quackenbush, EMH&T, explained that building was not shown on the perspective rendering included in the Basic Development Plan.

Ms. Ray explained the Preliminary Plat includes the public streets of Park Avenue, Mooney Street, and John Shields Parkway. She said the Final Plat, when submitted by the applicant, will be sectioned off into smaller areas likely corresponding with the Site Plan applications.

Ms. Ray reiterated the timeline for reviewing these applications, assuming the applicant is prepared to file next week. She explained that these cases would be introduced to the ART next week, July 10, and staff would continue meeting with the applicant on a weekly basis to coordinate. She stated that an ART determination is expected for July 31st to be ready to move forward to the Planning and Zoning Commission on August 7, 2014.

Steve Langworthy prefaced this agenda item by stating it is a pre-application review, and general comments are preferred as the applicant prepares their formal submission. He said the purpose at this stage is to raise the larger issues or concerns and note anything that may be missing for the submittal.

Fred Hahn asked if the building terraces have anything to do with open space.

Ms. Ray confirmed that the applicant is showing their roof decks and courtyards on the open space plans, but they will not count toward meeting the Code required open space. Mr. Langworthy asked the applicant to be sure to identify the open spaces that will meet the requirements, versus the other open areas shown on the plans.

Mr. Quackenbush said they are currently in the process of identifying any Waivers that may be necessary, in addition to the potential for fees-in-lieu of open space dedication.

Jeff Tyler pointed out that they are showing Block 'A' as part of the Preliminary Plat, but it is not depicted on the Development Plan. Mr. Quackenbush said Block 'A' was represented on some of the plans for the Basic Development Plan but they will rethink what they are showing.

Jennifer Rauch referred to the perspective rendering of the site and suggested the applicant label or color code the buildings/blocks included in this phase to make it less confusing. Mr. Quackenbush agreed that would help make the development area clearer and easier to understand.

Aaron Stanford confirmed that the applicant had begun coordinating with Engineering on the proposed street names for this project. He said more information will be necessary to determine how the applicant plans to address stormwater management, and the applicant will not be able to count improvements in the public rights-of-way, including the pervious pavers in the parking lanes, for managing stormwater from private sites. He said the applicant will also need to begin thinking about the provision of water service throughout the site and the water taps needed. He said the City is dealing with the same water line issue with the developer for the Tuller Flats project. He asked the applicant if they have engaged in conversations with the City of Columbus yet in terms of the provision of water service.

Mr. Quackenbush said their proposal was more straightforward than Tuller Flats with different development entities and buildings. He said Tuller Flats is an apartment complex whereas the Bridge Park project will have different building owners and developers. He said the blocks were not all separated but they were starting to think through those issues. He said one of the issues is private utilities, and they are speaking with AEP about electric as there limited areas to put transformers. He explained they are shown on the utility plan but it is hard to understand at this scale. He stated they have planned for below-grade transformers like downtown Columbus, with grates providing access to vaults. He said they could also go through the garage for access.

Mr. Stanford asked if the garages will be built on the right-of-way. Mr. Quackenbush answered the garages would be adjacent to the public streets.

Mr. Langworthy asked if there were any special fire issues with underground transformers. Mr. Quackenbush said these will be normal pad transformers but garages are above the floodplain and gravity drains the water. He said the submersible is explosion proof and designed for this type of location.

Mr. Stanford asked if they were incorporating street lighting on the plans. Mr. Quackenbush said he did not think so, but he would check.

Ms. Ray asked the applicant to detail each block on the Development Plan so staff can verify block dimensions and the relationships between the buildings and the rights-of-way and property lines. Mr. Quackenbush said some of those dimensions were called out on the plans.

Mr. Langworthy concluded that a more thorough review would be conducted at a general staff meeting following submission of complete applications, and that the applicant could expect comments in writing that they could respond to prior to moving forward.

Bridge Park West (94 & 100 North High Street)

Jennifer Rauch explained that the applicant had requested late the previous day to include the Bridge Park West project in the Historic District as part of the Pre-Application Review, as they are nearing completion of the application materials for the west side of the river.

Mike Bermeister, OHM Advisors, presented the Basic Development Plan application materials. He explained that as part of the submittal, they had provided a narrative that outlines how the proposal meets each element of the Bridge Street District zoning regulations, and where Waivers would be necessary. He said the project exceeds the block size requirement, street frontage, and building height.

Mr. Bermeister said with respect to the lots and blocks requirements, he pointed out the proposed parcel reconfiguration and that they end up with a block size of approximately 498 feet, where a maximum of 300 feet is required. He said the Waiver ties into the block configuration for a pedestrian pathway and the building is separated to the back of the condominiums so while it is an open view they do not have an actual pedestrianway. He said vehicular access to the parking garage below on High Street requires a Waiver as well.

Mr. Bermeister commented that in terms of the Street Type requirements of the Code, they meet all the requirements with the exception of High Street access. He noted the parking count, which currently exceeds all requirements.

Mr. Bermeister stated that the applicant had also begun to review the Building Type requirements. He said there were elements of the Historic Mixed-Use building type, with a Podium Apartment Building on the back and a parking structure as part of that, which exceeds the requirements. He presented various perspective renderings and at the request of ART members, agreed to clarify some of the views to ensure that the actual scale, massing, and appearance of the building viewed from different angles and viewpoints would be easier to understand.

Mr. Bermeister said the future location of Rock Cress Parkway is shown at the south end of the project site, north of North Street. He said the buildings in this area, adjacent to the Oscar's restaurant, were not part of the project but the renderings serve as a placeholder for a future building. He presented section views of the project to demonstrate the back of the building's limited visibility from High Street due to the change in grade.

Colleen Gilger said there are elevations for the front sides and the back views for the buildings but asked about the back side view. Mr. Bermeister said it was not included in the package and is being developed. He said they are also developing the landscape plan along High Street to incorporate benches and other streetscape details, as well as internal vistas and gateways.

Russ Hunter, Crawford Hoying Development Partners, asked if the concept plan should be included in the Development Plan submittal. Ms. Rauch said to include that in the Basic Site Plan application submittal.

Ms. Rauch inquired about the scale of the drawings. Mr. Bermeister said it should be 1 inch equals 100 feet, but he would make sure to provide a scale on the plans.

Rachel Ray commented on the property lines and other details that should be shown on the plans, and that the aerial photo should be eliminated, since it makes the proposal difficult to read.

Mr. Bermeister said he would provide black and white graphics instead of aerial views.

Ms. Rauch commented that the Architectural Review Board would be very interested in seeing the details of how the "historic" and traditional portion of the building transitions to the more contemporary portion, as this was a significant topic of their discussion when reviewed informally in May.

Steve Langworthy said he was concerned with the proposal, overall. He said the plans show the historical aspect on High Street but when you turn the corner, the architectural character changes abruptly. He emphasized the need to see a transition. Mr. Bermeister said they were continuing to work on the revised renderings.

Jeff Tyler said he agreed with Ms. Gilger for needing to see the perspective of views from other buildings. He emphasized the need to sell this project and suggested more drawings are needed to convince the ART and the ARB that this is the right architecture for this area.

Mr. Langworthy inquired about the garage doors with access off the High Street entrance. Mr. Bermeister said the idea was to downplay the visibility of that access point.

Mr. Hunter said he had trouble with how the parking would work. He said they have more parking than they need and want to use it, making it easier to get the public in.

Mr. Tyler pointed out that there appears to be multiple perspectives and two to three different rendering styles using several different programs, which did not result in a flattering appearance of the building. He indicated the main perspective did not show detail like the others, and articulation along this side of the street is important.

Ms. Rauch said there is no curb cut shown where Mr. Bermeister had referenced the intersection with the future Rock Cress Parkway.

Mr. Langworthy stated he was concerned about the pocket park shown on the slope toward the back of the building.

Fred Hahn said it could be nice and a very interesting space, or worthless given the slopes. He said as the project comes forward, staff will need to see a great deal of detail about this space.

Aaron Stanford asked if there was any potential to include a valet area along North High Street. Mr. Bermeister answered that valet service through the carriage doors was being considered. Mr. Stanford asked who would use the garage doors on High Street. Mr. Bermeister said from retail, public areas, restaurants, and apartments. He said the applicant wants to make excess parking available to the visitors to the Historic District.

Mr. Hahn asked about parking counts, loading zones, and restricted or designated parking. Mr. Bermeister said they need three primary loading zone spaces and restricted parking for deliveries and fire trucks on High Street.

Mr. Langworthy asked if there was any strong desire to provide metered spaces on High Street. Mr. Hunter said he did not know. Mr. Langworthy said metered parking would not just be for this section but could be needed District-wide for both the east and west sides of the river. Mr. Hunter said the garages will likely have some fee associated with them and on-street parking available for up to 20 spaces.

Mr. Stanford asked how they propose to handle trash for two restaurants at opposite ends of the building, as he was looking for a corridor with a trash compactor. He said he was accustomed to seeing trash rooms on each floor for condominium complexes.

Ms. Rauch said the change requests discussed today were not expected by Monday following the holiday weekend but the changes will be required for the full submission. Mr. Bermeister promised to get the changes and comments in the revised plans to be submitted.

Joanne Shelly said she appreciated the effort the applicant made by reading the Code. She said the graphic read pretty well but she was not seeing section lines anywhere and said the sections appear very overwhelming and massive.

Ms. Rauch said she would appreciate a scale comparison of the new compared to the existing as viewed from High Street.

Mr. Langworthy expressed he was not sure this was the whole issue; he has concerns about the river side as well.

Mr. Bermeister promised to create additional views that include pedestrian views from the street to better tell the story.

Ms. Shelly illustrated that the view from the east side of the river to the west side at the pedestrian level will show primarily trees and not the building.

Mr. Langworthy asked if there were any further comments or questions. [There were none.] He thanked the applicant for their presentation.

DETERMINATIONS

2. Verizon Wireless – AEP Transmission Tower Co-Location 14-060ARTW

**8421 Glencree Place
Administrative Review**

Devayani Puranik said this is a request for Verizon to replace six panel antennas and install three remote radio heads on an existing pole within an AEP transmission tower on the east side of Glencree Place, north of the intersection with Summit View Road. She said this is a request for review and approval of a wireless communications facility under the provisions of Chapter 99 of the Dublin Code of Ordinances.

Ms. Puranik said this application was introduced last week and there have been no changes. She said an Administrative Departure to Code Section 99.05(C)(3)(f) is requested for maximum height, allowing antenna panels on an existing tower to be installed approximately 110 feet from grade, which falls within the existing tower height.

Ms. Puranik explained that replacing the panel antennas and installing the remote radio heads requires no other changes or ground modifications. She said **approval** with three conditions is recommended:

- 1) That any future installation and/or replacement of the antennas should not exceed 110 feet measured from the grade;
- 2) That the new equipment should be unobtrusive and maintain similar color; and
- 3) That any associated cables are trimmed to fit closely to the panels.

Mr. Langworthy asked the ART if there were any questions or concerns regarding this application. [There were none.] He confirmed the ART's approval of this application with three conditions.

3. BSC Commercial District – Shoppes at River Ridge – FC Bank – Sign

14-061MPR

**4545 W. Dublin-Granville Road
Minor Project Review**

Devayani Puranik said this is a request to construct a new 20-square-foot wall sign for a new tenant in the Shoppes at River Ridge shopping center on the south side of West Dublin-Granville Road at the intersection with Dale Drive. She said this is a request for review and approval of a Minor Project Review in accordance with Zoning Code Sections 153.065(H) and 153.066(G).

Ms. Puranik said the proposed wall sign, which includes internally illuminated channel letters, meets the height and square footage requirements. She said the letters would be individually flush-mounted to the brick façade. She said the applicant is also proposing vinyl window graphics that show the store hours. She explained that the proposed window sign would be adhered to the right glass panel of the door and that she is working with the applicant to modify the store hour details so that it meets the Code requirements for size and not requiring a sign permit.

Ms. Puranik said **approval** with one condition is recommended:

- 1) That the existing exterior light fixtures above the proposed wall sign should be covered and resurfaced to camouflage with the background wall prior to sign permitting.

working with public and private partners to create a sustainable, safe, vibrant and dynamic mix of land uses, creative open spaces, residential options and signature architecture to attract a diverse population of residents and visitor.

Mr. Phillabaum said that to begin implementing this vision, Council made a strategic decision to focus development efforts on the Scioto River Corridor area based on the transformative opportunities this area presents to build off of the walkable environment of Historic Dublin by creating a complementary, pedestrian-friendly development pattern on the east side of the river, to engage the Scioto River by expanding parkland on both sides of this natural amenity and facilitating pedestrian movement across the River, and to create a gateway experience at this prominent location. He said that staff has been directed to advance the preliminary planning and design of several Capital Improvement Projects in this area of the city, including the realignment of Riverside Drive, creation and expansion of parkland on both sides of the Scioto River, a roundabout at Riverside Drive and State Route 161, and a pedestrian bridge linking Historic Dublin, the parks and future development on the east side of the Scioto. He said the purpose of this Informal is to provide an opportunity for Crawford Hoying Development Partners to introduce the Commission to their master plan concept for the east side of the Scioto River and for the Commission to review and provide initial feedback to City Council, Staff and the Developer on this mixed-use development concept within the context of this public infrastructure framework.

Mr. Phillabaum described the project site as being approximately 25 acres at northeast corner of State Route 161 and relocated Riverside Drive. He said it includes majority of the former Bash Driving Range, Bridge Point Shopping Center, the Spa at River Ridge, Touch of Class Car Wash and COTA Park and Ride Facility. He added that coordination between the City and several of these entities is ongoing in order to facilitate the public infrastructure currently under preliminary design. He informed the Commission that Crawford Hoying has also been in close coordination with City staff and our consultant team to as they develop their mixed-use concept to ensure that the private development and public infrastructure are aligned so that the vision for the Scioto River Corridor can be realized.

Chris Amorose Groomes said that first they would view the presentation from the applicant, then they would take public comment on the proposal, then open it up to Commission for discussion and questions for the applicant and staff.

Nelson Yoder with Crawford Hoying Development Partners thanked the Commission for taking the time this evening to review their ideas for the Bridge Park mixed-use development. He thanked the Commissioners that were able to attend the Community Input Forum where these plans and images were first presented to the public and welcomed the opportunity to have a broader discussion and obtain more in-depth feedback from the Commission. He said Crawford Hoying firmly believes this project is walkable, sustainable and aligned with the City's vision for the Bridge Street District.

John Martin, with Elkus Manfredi Architects provided a description of the overall plan beginning with the blocks south of Park Avenue. He said that at the southernmost block of the development are a five story, 140,000 s.f. office building and a 195 key hotel room and a 30,000 s.f. conference center with a plaza space between. He said these buildings are located above two levels of parking below ground. He said the next block to the north would contain a

32,000 s.f. fitness center at the ground floor with 82 dwelling units on the floors above, a three story parking structure lined by townhomes on two sides, and about 23,400 s.f. of retail/food & beverage uses at street level on the south side of Park Avenue with 90 dwelling units on the floors above. He said all of the development in this block is located above two levels of parking below ground, and to the east across Mooney Street is a 5,000 s.f. retail/food & beverage use anchoring the intersection with townhomes to east at the ground floor and 88 dwelling units above. He added that a two level parking deck would be located behind this building.

Mr. Martin then outlined the proposed development north of Park Avenue. He said there would be about 33,000 s.f. of retail/food & beverage uses lining the north side of Park Avenue west of Mooney Street and turning the corner along Riverside Drive. He said there would also be a 19,000 s.f. neighborhood grocery along Riverside Drive. He said the four upper floors of these buildings would be comprised of a total of about 220 dwelling units over the three building footprints below. He added that on the interior of this block is a three level parking structure capped with a roof-top amenity deck for residents. He said on the block to the east across Mooney Street is a 10,000 s.f. retail/food & beverage use anchoring the intersection with townhomes to east at the ground floor. He said the remainder of this block was comprised with approximately 78 residential units both at the street level and on the floors above and parking would be located on the interior of this block.

He said the six blocks to the north between Mooney Street and Tuller Ridge/Dale Drive would be comprised of about 100 3-story townhomes and that these would likely be built by other developers in a range of architectural styles. He said the remaining block to the west along Riverside Drive would also be entirely residential, with about 285 dwelling units distributed among four five-story buildings that surround a parking structure capped with a roof-top amenity deck for residents.

Mr. Martin described a few perspective images to illustrate what this district could be in the future. He noted that these were conceptual sketches of an architectural character that will certainly undergo changes as the development is refined.

The first view is from the vantage point of the center of the roundabout looking to the north. He said a portion of the exposed parking beneath the buildings would be concealed by a bermed embankment. He said the office building would be clad in stone or cast stone with the same coloration and texture of Dublin limestone. He said a plaza in the center opens views to the hotel and conference use. He said there would be a ballroom in the center of the space with pre-function areas featuring extensive use of glass in order to provide views to the river. He said small meeting rooms would be oriented closer to the courtyard. He said the hotel would have an amenity deck with a swimming pool at the top floor.

He said the next view was of Park Avenue from the pedestrian bridge landing across Riverside Drive. He said this would be a 'double loaded' street with active ground floor uses such as retail and food & beverage on both sides. He was supportive of the design for this street that proposes a different pavement material through the intersection at Riverside Drive, and makes a strong connection to the cycletrack along Park Avenue to bring pedestrian and bicycle traffic from their development to Historic Dublin and back. He said the buildings depicted would be four stories of residential in wood construction on top of either a concrete or wood podium and clad with brick or masonry.

He described the next image as a view to the south down Riverside Drive with the neighborhood grocery in the foreground. He said this grocery would serve the needs of the over 1,000 future residents in the area. He noted that parallel parking has been depicted along the east side of Riverside Drive and they were hopeful that this could be achieved. He said from the grocer to the south would be more of the retail and restaurant uses as one approaches the pedestrian bridge.

He said the next view was of Park Avenue at the east end of the development area to the west toward the river. He described the street as having two travel lanes flanked by parallel parking, cycletracks on each side of the street, a planting and site furniture zone, followed by sidewalks adjacent to the proposed development. He anticipated that sidewalks would be a minimum of 12 feet wide in addition to space dedicated to create outdoor café seating. He believed this streetscape would be very inviting to residents and visitors alike.

He presented the final image of the proposed townhomes as the most conceptual of all that they had presented. He said the townhomes would be developed by a variety of developers and architects, but that they would generally be three-stories with parking in the rear of the unit. He said these units may be very different than depicted here and could be constructed of masonry, brick, stone, siding and could feature sloped or flat roofs and that the objective would be to encourage a diversity of contemporary architectural styles as each block is built out.

Mr. Yoder concluded their presentation and said the plan and the images presented are the end result of a lot of minds working together to develop a plan that they feel will meet the test of time. He believed that this development would appeal to both empty nesters looking for a step down housing option, as well as young professionals that might work nearby at Cardinal Health of Wendy's Headquarters. He stated that a housing market analysis was currently being conducted by Ken Danter, with the Danter Company, specialists in real estate market feasibility.

He provided additional information related to the parking distributed throughout the project, and the benefit to residents with covered parking that may be above or below ground level. He said the retailers and restaurants on the other hand want readily accessible parking at ground level. He added that the amount of parking provided meets, or exceeds in some areas, the amount of parking required by Code. He said his architects made a conscious decision to draw upon the strength and character of the historic limestone of Old Dublin without being too literal but creating a neighborhood on these banks that would appeal to a great number of people. He stated that as a lifelong resident of Dublin he wanted to see the City continue to be successful into the future. He said that Crawford Hoying recognizes that users in and out of Dublin want a walkable, Historic Dublin type of environment. He welcomed the Commission's feedback and questions and wanted to gauge if they were supportive of the images presented as being the right look for the project.

Chris Amorose Groomes invited public comment.

Mike Bradley, Interim VP COTA for Planning and Service Development said that they like and are supportive of the project, but are anxious to know how COTA fits in. He said that they are receiving questions from passengers that use the Park & Ride at Dale Drive on the future of this facility. He reiterated that COTA is very supportive of the density of this project and that

discussions and coordination between COTA and Dublin about this and other Park & Ride facilities in Dublin.

Bill Jacob, 8326 Autumnwood Way said that this was an exciting opportunity for the City of Dublin and was looking forward to seeing something happen. He said he represents some of the residents and business people in Historic Dublin and Dublin in general, and wanted to make sure that the development wouldn't have a negative impact on existing businesses.

Phil Weisenbach, 5505 Villas Drive said that as a runner, he likes the idea of being able to cross the river over the pedestrian bridge, but had concerns about traffic at the intersection of Riverside Drive. He was supportive of the project but wanted to ensure that the pedestrian crossings are safe.

Ms. Groomes said that there was obviously a lot to talk about with this project and asked for the patience of everyone present.

Amy Krumb said her biggest concerns were with traffic back-ups in the roundabout at State Route 161 and Riverside Drive created by the signal at the intersection of Park Avenue (Dale Drive) and Riverside Drive to the north. She wanted to see the capacity numbers that were projected for Bridge Street and the traffic studies. Her second concern was with the convention center and hotel uses and was skeptical if these were appropriate uses in this location. She said the memo referenced some uses or building types would not be permitted with the underlying zoning and that a rezoning would be necessary. She asked if the hotel and convention uses were currently permitted.

Mr. Phillabaum replied that those specific uses are being proposed on property currently zoned Bridge Street Commercial District, and they are not permitted in that district.

Ms. Krumb asked what the zoning to the north of Dale Drive was currently.

Mr. Phillabaum replied that the rest of the site is zoned Bridge Street Office Residential District.

Ms. Krumb said she was hesitant to carve out another piece to a different zoning to accommodate the applicant, and thought that they should work within the existing zoning. She said she would want to be provided with some analysis of the conflicts with the current zoning districts, such as uses and building types. She said it seemed like there was a considerable greater amount of density and taller buildings than the current zoning. She was generally in favor of the contemporary architecture and the concept of structured parking. She was not convinced that there will be views to the river from the ground floor of the conference center and that the residential building shown on the Wendy's restaurant site would be feasible due to access limitations.

Mr. Phillabaum reminded the Commission that during the area rezoning process the previous owner of Bridge Point Shopping Center requested to be rezoned to Bridge Street Commercial District, as they envisioned maintaining the property in its existing state as a suburban strip retail center with outparcels. He said that particular zoning district was generally applied only to existing retail centers and other low-rise single use buildings.

John Hardt was excited to see this and other things happening in this area since staff and the commission spent nearly three years thinking and dreaming about what they wanted to see happen in Bridge Street. He said this part of the city really needed a different flavor of development than shopping centers surrounded by parking. He thanked everyone for the work that has been done to date. He respectfully disagreed with Ms. Kramb on the use discussion at the Bridge Point location. He appreciated the staff comments that what is being proposed does not fit the zoning, and this was an opportunity to get uses functionally in the right places rather than fitting in a zoning district planned several years ago. He said he would be open to considering a rezoning process to achieve a rich mix of uses with residential spread out across the entire area. He agreed with Ms. Kramb that the residential building depicted on the Wendy's restaurant site to the south of State Route 161 did not seem feasible and was the least pedestrian-friendly site in the area.

Mr. Hardt expressed conceptual support for the contemporary architecture, but noted that there was a lack of variety overall. He was not in favor of the monolithic scale and appearance of the buildings north of Park Avenue, and said that the space on the interior of the building immediately north of Park Avenue along Riverside appears to be impenetrable by the public. He recommended more accessible internal public open spaces on the interior of these buildings, and suggested making the internal courtyard accessible from the east side of the block. He acknowledged the staircase depicted connecting down to the sidewalk along Riverside, but didn't think it was substantial enough to serve as effective public access.

Mr. Hardt said that more variety is needed in the townhome area. He did not have a problem with the building that was shown, but not with three blocks of the same building. He said the Riverside facing buildings have the same problem of being too uniform in character. He referenced Woodlands, Texas and the Arena District as examples of places that successfully achieve architectural variety but with coordinated character.

Mr. Hardt said that the Park Avenue area was on the right track, but was concerned that it did not go far enough. He would like to see the integration of non-residential uses at the ground floor continue able to be continued as Park Avenue extends to the east and had concerns that without this the overall walkable intentions for the District would not be fulfilled. He suggested that these spaces be constructed as loft spaces with higher ceilings to accommodate future commercial uses in this space as markets change. He had concerns with the right turn from Park Avenue to Oxford Street as being very automobile-oriented and wanted to see a more pedestrian friendly approach to this access point.

Mr. Hardt referenced the view of the office building, hotel and conference center and had concerns with the conference appearing as being built on raised plinth and the disconnection this created for pedestrians from the sidewalk along Riverside Drive. He said the office building had the same issue although not as severe. He said there were several other instances in the plans and images presented along Riverside Drive where sidewalks do not interface with the proposed buildings very well. He said this detail has to be correct to encourage interaction and activation of the Riverside frontage.

Richard Taylor said that he was also excited that we are beginning to implement the Vision Plan, and he thanked everyone for their time and effort and primarily the current members of the Commission who went to Greenville, South Carolina. He said his first concerns

were more directed toward the City than Crawford Hoying, because he disagrees with the roundabout and proposed location for Riverside Drive.

Mr. Taylor said he is frustrated that we created a problem by placing buildings on the opposite side of the street from the park. He said pedestrians should be able to cross Riverside at all the intersections to the east to have frequent and easy access to the park, and if residents have to cross a street to get to the park we are making a big mistake. He noted that a tunnel under Riverside had been suggested at the Community Forum and acknowledges that many people feel this is necessary as they are concerned about interrupting traffic flow with pedestrian crossings, but he disagrees. He said that we are trying to create a different type of place along this section of Riverside Drive and that in this area pedestrians should be prioritized above traffic flow.

Mr. Taylor referenced the Vision Principles that stressed the need for transit accommodations in the plan beyond buses—he said we need to allow for more modes in the future. Is concerned that we don't create enough right-of-way for future transit and have the same problem we have at Bridge and High, where the street can't be widened for on street parking because of where buildings were located. He said the Principles also discussed embracing nature, but he has always been confused with the need for a greenway running along John Shields Parkway and how it was supposed to function.

Mr. Taylor said he was concerned that several access points were in the development were too auto-centric and stated that one-way street were anti-urban. He said a major landmark tree was lost with the Vnable skilled nursing facility and wanted to be certain that a detailed survey of the existing trees be conducted and that the pedestrian bridge be moved if necessary to preserve trees along the river.

He said the development needed to expand the range of residential choices offered. He stated that the buildings have too much of the active common space located on the interior of the building where residents will never be forced to walk out to the public street, and was concerned that the apartment buildings will function as high-end dormitories. He said that if the city is going to spend millions of dollars to create great views to the river, the corporate residents should have priority over college kids or recent graduates looking for small apartments. He understood Office Residential District as being primarily office uses with some residential use, and believed in general there needed to be more jobs within the development.

Mr. Taylor was concerned with single-use apartment buildings. Buildings should be adaptable and constructed of masonry versus wood frame. He said wood frame construction was not easily adaptable to other uses. He indicated that a modern architecture was desirable, but that this can be taken too far. He didn't think replicating Historic Dublin was appropriate, either. He referred to the image presented of the office and hotel buildings, and stated that the hotel architecture direction is good, but he feels that the office is too suburban. He characterized it as a 70 mile per hour freeway building. He said that the buildings in this portion of the plan should engage the street at the roundabout with retail uses. He noted that a conference center is limited to upper floors in the Code and that the proposed ground floor location is not permeable for the public. He said it would be fine if pushed back to interior of block in favor of more active use in this location. He suggested more be office use be incorporated in the plan overall. He

said the proposed heights of buildings in the plan may be appropriate, but said 4 to 5 stories would be the maximum he was comfortable with.

Mr. Taylor questioned what happened to future bridge connection depicted in Transportation Network graphic from the Code from Dale to Historic Dublin. He said the only vehicular bridge depicted now was at John Shields Parkway and felt this was a major mistake to lose this bridge. He said that residents here should be able to meet all of their daily needs within the quarter-mile pedestrian shed, and doubted that pedestrian use of bridge would happen without a strong connection to both sides of the river both in terms of use and design. Noted that there is a strong pedestrian node in the proposed plan, but the pedestrian shed does not overlap with the Historic Dublin pedestrian shed based at the Bridge and High intersection. He wondered what effect this proposal would have to the Historic Dublin businesses, and was concerned that the customer base could leave for this side of the river. He said the only way to avoid this was to make a stronger connection between the Historic District and the new development. He noted that the west landing of the pedestrian bridge will be below High Street and said that the bridge won't be visible at all from Historic Dublin.

Mr. Taylor was not supportive of the monolithic apartments. He said he would like to see office and residential vertically mixed versus horizontally, and a wider range of housing types. He wanted to see buildings where it could all happen together at once, and agreed that retail should extend to the east along Park Avenue. He said that we need to think about development beyond this development, and extend planning further to the east and west to understand how everything will fit together.

He wanted more detail on the street types, and was concerned that 12 feet of sidewalk is not enough to accommodate through foot traffic and outdoor dining spaces. He also wanted detail on street tree height and spacing, including if they are proposed as wells or lawns.

Mr. Taylor said that in all of the blocks of the plan buildings have been pushed from edge to edge within the block, with no room for small open spaces within the block. He said the development should include smaller scale parks and public green spaces that are walkable to all residential units. He asked if the block dimensions met the length and perimeter requirements for this zoning district.

Mr. Phillabaum replied that some of the block sizes depicted may exceed the maximum length permitted but more analysis is needed.

Mr. Taylor clarified that if the block lengths are exceeded, a mid-block access would be required and wanted to see how this was worked out.

He said that parking was a difficult issue to tackle in terms of predicting what the necessary number of parking spaces is and taking into consideration the overlap between businesses during the day and residents at night. He said at some point a parking authority may be needed to manage parking meters and garages, shared parking arrangements, etc. He was concerned with having so much of the parking underground and that this will kill street activity if direct access is provided from the below grade parking to the uses above with an elevator or other

internal access way. He said he would rather see separate parking garages that require people to walk out along the street to their destination in a nearby building, especially for office employees. He was unclear how the parking for the proposed townhouses was proposed to function, and requested additional information to clarify the relationship between this parking and how the residents access their units as these are refined.

Warren Fishman said he was also excited about things happening in Bridge Street after five years of working on the Code and attending meetings. He asked how much square footage of housing and how many housing units were proposed.

Ms. Groomes answered that it was 1.26 million square feet of development with 1,162 housing units.

Mr. Fishman thought that this density of dwelling units was out of kilter from Code. He appreciated the comments from the architects on the Commission and said that hearing their input was very valuable to him. He said he wants to see beautiful architecture with durable materials that will last for the next 100 years, because that is what makes a lasting community. He said the buildings had to be adaptable and this can only be accomplished with masonry construction.

Mr. Fishman agreed that priority should be given to executive level professionals, as they bring income to the city through income tax, not young professionals. He said that most people he has talked to at Bridge Street events say that they want to own their residence, and it is only because of the current economy that they are renting. He believed that young executives want to own a condominium with at least 1,500 square feet, 2 bedrooms and an office. He said that there shouldn't be any one car garage units, that two should be the minimum.

Mr. Fishman suggested that bicycle parking facilities should be included on the interior of buildings. He said that at APA and other training venues he has attended he constantly hears that the cities that have implemented form based codes were disappointed because developers built too many apartments. He said these communities were left with empty storefronts that zoning made them put in, but that they have no incentive to lease because the rents for residential are paying for building.

Mr. Fishman wanted to stick to the uses and other requirements that are in the Code as they spent countless hours working on that language with staff and City Council. He said he had a lot of respect for the work of Ken Danter and would be interested to see the results of his analysis mentioned by the applicant.

Victoria Newell apologized for missing the presentation by the applicant, and said she could sum up her concerns as being in three areas. She thought the plan was too heavily weighted toward only residential uses at the north end and was concerned with this separation of uses. She said a stronger connection needs to be made to Historic Dublin, as both sides of the river should be able to benefit from this development. She said she was very familiar with this type of commercial residential construction and sees a trend occurring with this type of development. She asked what is it that will make this area unique, as these types of townhomes and the other architectural character is being seen everywhere. She had concerns with what the rear of the townhomes would look like.

Chris Amorose Grooms said she was in agreement with almost everything the other Commissioners said. She said she had reviewed some of the previous impact and capacity studies for Bridge Street produced by a number of talented consultants. She was concerned with the numbers proposed in this development plan and how they compare with what was projected for this area in the Vision Plan and the Planning Foundations document.

Ms. Grooms noted that the Vision Plan included a target housing unit mix for the next 5 to 7 to 10 years, with 807 rentals, 425 multi-family condos, 175 single-family attached and 93 single family attached, and that was for the entire Bridge Street Corridor. She said she was concerned this proposal exceed what was projected in the impact studies for the Riverside District. She said we need to achieve the right balance of commercial and residential uses. She believed that the real financial assets to the community are our corporate office employers, as opposed to residential uses which generally cost the city. She said the great frontage being created along Riverside should be devoted to the these corporate employers, not residents.

Ms. Grooms said the Riverside frontage should be more engaging and had concerns with the size of the buildings at Riverside, as this scale gets out of hand very quickly. She remembered the Lane Avenue project they had toured as being just under 100 dwelling units, and that the building felt really big, and was concerned that these buildings will be even bigger. She said she was not comfortable with the size of the apartment buildings along Riverside.

Ms. Grooms agreed with Mr. Taylor that Park Avenue is not wide enough to accommodate the amount of pedestrian activity desired. She said she hoped that this area would be an authentic, complete neighborhood. She said some areas of the plan seem disjointed and recommended that it be more diverse in the distribution of uses. She challenged the applicant to make this an authentic place and a complete neighborhood with more of the daily service needs of residents and businesses more buildings of a smaller scale.

She was concerned about auto courts behind the townhomes, and thought this arrangement really defeats the urban environment. She expressed a preference that the units use an underground garage as opposed to the auto courts. She said she shared the concern of Ms. Newell that this architecture looks very similar to what is being done everywhere and fears that the buildings will become dated. She said people should not be able to look at a building and immediately tell when it was built.

Ms. Kramb spoke again and said she wanted to see the development numbers and how they match what has been modeled. She also wants more information about how the buildings match what is permitted by Code. She wants to see smaller, more unique buildings

Ms. Grooms invited the applicants to ask questions of the Commission and hoped that a clear image was provided and that they can come together on solutions.

Mr. Martin agreed with the notion of extending the non-residential uses along Park Avenue to the east. He said that they too hold the conviction that as this area becomes successful development will want to move in that direction.

Mr. Yoder was not certain that a true vertical mix of uses with residential above office above retail at the ground level was plausible economically and from a Code perspective, but they were confident that a very active street can still be created.

Mr. Martin clarified the width of the sidewalk along Park Avenue as being typically a minimum of 12 feet which would be clear walking dimension. He said this is wide enough for three people to walk abreast. He said this 12 feet would be in excess of any space dedicated in front of the buildings for seating/dining. He added that he had participated in many public meetings and the Commissions comments were some of the most astute he has heard, and that the Commissioners were very consistent in their comments. He said it was a very valuable discussion.

Mr. Yoder thanked the members of the Commission for visiting The Lane in Upper Arlington. He said that it was a 108 unit building and many of the buildings proposed here would be smaller than that.

Ms. Groomes said that the other Commissioners may be a lot more comfortable with this building size than she was.

Mr. Hardt said the one building in particular that he was concerned about from a scale perspective was the building just north of Park Avenue.

Brent Crawford of Crawford Hoying Development Partners said that they are experiencing a trend in demographics at their projects that is skewed toward empty nesters, but also to slightly older young professionals in the late 20s to mid to late 30s, and not as much those young people just out of college. He said the average age of their residents was over 40 with an income over \$100,000. He said the desire for large homes among this demographic has changed.

Ms. Groomes said that she thinks that our office residents are also important to accommodate. She said she wants to give the apartment renters good space within the plan, but maybe not the best spaces. She added that there should be 'almost enough' apartments available in Bridge Street to meet the market demand.

Mr. Crawford said that there was a conscious decision to locate the core of the non-residential use along Park Avenue, and that businesses want to be located in these walkable environments just as residents do. He said he could see potential to push the office more to the north because the interest has been very strong.

Ms. Groomes thanked the applicants.

Terry Foegler informed the Commission that the financial analysis from the applicant of the structured parking, the streets and other infrastructure would be advancing soon and may inform how much parking will need to be provided for additional office use in the development plan. He added that another significant regional study on demographics over the next 30 to 40 years was coming soon and was reflecting a significant trend toward single person households.

Justin Goodwin clarified for the Commission that a more robust capacity analysis was conducted more recently than the Vision Report that was reference by Ms. Groomes, and that this could be provided to the Commission along with the fiscal analysis that was also completed in the time since the Vision Report analysis.

Ms. Groomes called a short recess until 9:05 pm.

**2. Village at Coffman Park PUD – Ganzhorn Suites
13-058Z/PDP/PP Rezoning with Preliminary Development Plan/
(POSTPONED) Preliminary Plat**

This case was postponed prior to the meeting as requested by the applicant.

**3. Bridge Street District – Code Modification
13-095ADMC Administrative Request -Zoning Code Amendment**

Ms. Groomes said she is unsure how to tackle the rest of the Code and asked what remains to be reviewed.

Mr. Goodwin noted that at the last meeting, the Commission had discussed working through each remaining section of Code with Planning providing initial observations of what items need to be addressed prior to the Commission's discussion on each topic. He said Planning is open to another approach if the Commission has a preference.

Ms. Groomes said that it is nice to have materials from Planning during the discussion. She said there are some topics like parking in an urban district that it is difficult to discuss because we have not had experience with this type of development.

Mr. Hardt recalled that an earlier Commission discussion at which the Commission came up with a list of Code items and set priorities for discussion. He said he thought it was okay if an individual Commissioner had specific concerns, such as parking, that everyone would have the opportunity to have that discussion and that some would be more interested in other topics. He asked if Planning had completed its full technical review of the Code.

Mr. Goodwin said that Planning has prepared a list of issues and potential revisions for all Code sections over the past year and has been reviewing each section again prior to sending the annotated copies to the Commission for Review.

Mr. Hardt said he believed Council would grow weary of receiving Code revisions in pieces.

Mr. Goodwin noted that the Commission had decided to review the rest of the Code prior to sending it to Council.

Mr. Hardt said it was easier for him to focus when the Code was the only item on the agenda.

Mr. Taylor agreed and asked how many more pieces of the Code there are to review.