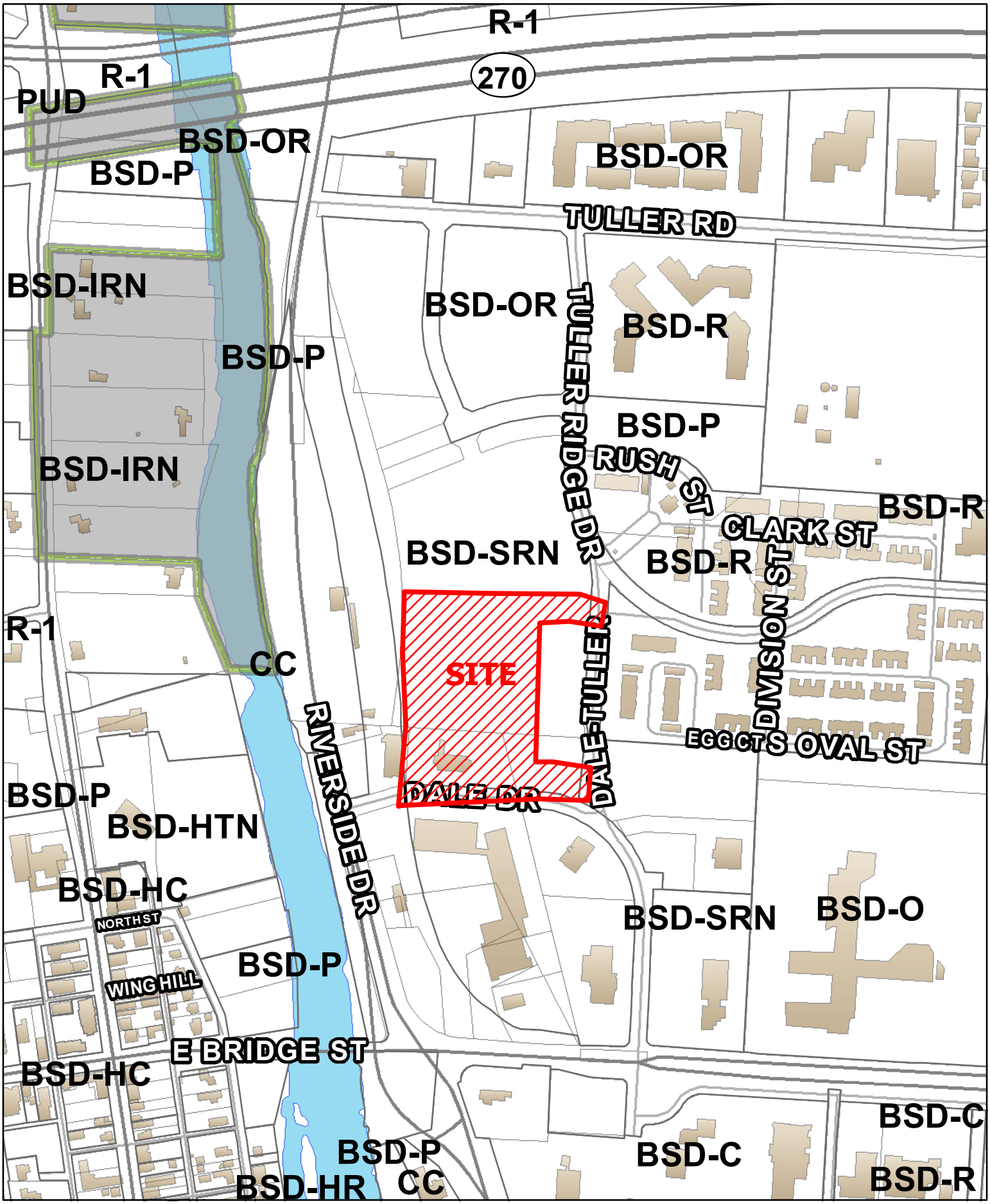

City of Dublin

15-019FP
Final Plat
Bridge Park - Phase 1
Riverside Drive & Dale Drive

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Feet

N

Chief von Eckartsberg added that the retirements were not anticipated at the beginning of 2015.
Vice Mayor Gerber moved to dispense with the public hearing and pass as an emergency.
Mr. Lecklider seconded the motion.
Vote on the motion: Ms. Chinnici-Zuercher, yes; Mr. Reiner, yes; Mr. Peterson, yes; Mayor Keenan, yes; Vice Mayor Gerber, yes; Ms. Salay, yes; Mr. Lecklider, yes.
Vote on the Ordinance: Mayor Keenan, yes; Mr. Reiner, yes; Mr. Lecklider, yes; Ms. Salay, yes; Vice Mayor Gerber, yes; Ms. Chinnici-Zuercher, yes; Mr. Reiner, yes.

Ms. Chinnici-Zuercher requested that staff provide information regarding the budgetary impacts of this change for the Finance Committee meeting scheduled in April.

Ordinance 24-15
Amending Section 2 ("Wage & Salary Structure/Administration of Ordinance No. 73-06 ("Compensation Plan for Non-Union Personnel"), and Declaring an Emergency. (Request to dispense with public hearing)
Vice Mayor Gerber introduced the ordinance.
Mr. McDaniel stated that this legislation relates to the reclassification of the Information Technology Director position. The previous Director retired in January, and the position is currently vacant. Staff is requesting that the position be reclassified – in both pay and its stature within the organization. The position would then be a department head versus division head position. This is reflective of the ongoing need to ensure the City is incorporating technology within all departments, divisions and operations, and with the anticipation of ever-increasing information technology demands, the use of technology, leveraging technology in business practices as well as IT operations. He also anticipates that this individual would assume responsibilities relative to Dublink, the City's broadband initiative, which has many requirements – in both capital development, programmatic development, and leveraging with economic development. He believes it is appropriate to recommend reclassification of the position.

Ms. Chinnici-Zuercher asked for confirmation that the position as reclassified would be re-advertised.
Mr. McDaniel responded that he had a discussion today with the search firm, and the position will be re-advertised.

Vice Mayor Gerber moved to dispense with the public hearing and pass as an emergency.
Mr. Lecklider seconded the motion.
Vote on the motion: Ms. Chinnici-Zuercher, yes; Mr. Reiner, yes; Mr. Peterson, yes; Mayor Keenan, yes; Vice Mayor Gerber, yes; Ms. Salay, yes; Mr. Lecklider, yes.
Vote on the Ordinance: Mayor Keenan, yes; Mr. Reiner, yes; Mr. Lecklider, yes; Ms. Salay, yes; Vice Mayor Gerber, yes; Ms. Chinnici-Zuercher, yes; Mr. Reiner, yes.

OTHER

- Bridge Park East Preliminary Plat (Case 15-002PP)

Ms. Ray stated that the request for preliminary plat approval relates to a 30.9-acre Bridge Park project. She shared a slide of the overall Bridge Street District, including the area between the US 33 Interchange and Sawmill Road. The site is outlined in yellow, and is east of the future relocated Riverside Drive, north of SR 161 and west of Dale Drive.
The basic development plan and basic site plan for this project were approved by Council on January 20, 2015. That included the overall 30.9-acre site that has a grid

that the City Council responsible for accumulating record cash reserves in excess of $55 million, through a recession, and the City Council whose wise financial decisions over the last decade have resulted in the award of the highest possible ratings from Moody's and Fitch has suddenly lost its mind. He welcomes differences of opinion and a healthy debate concerning the facts as opposed to the distortions favored by the critics. Dublin has enjoyed success over the years in large part because its leaders have made wise decisions, independent of the influence of outside interests. The concern is not the Bridge Street District; the real concern is the danger posed by these outsiders and those who have invited them to meddle in Dublin's affairs.

Mayor Keenan noted this was well stated and well-articulated.

Mr. Reiner moved approval of the Bridge Park East Preliminary Plat.
Ms. Chinnici-Zuercher seconded the motion.
Vote on the motion: Mr. Reiner, yes; Mayor Keenan, yes; Mr. Peterson, yes; Ms. Chinnici-Zuercher, yes; Ms. Salay, yes; Vice Mayor Gerber, yes; Mr. Lecklider, yes.

STAFF COMMENTS

Mr. McDaniel:

1. Noted he distributed information on the dais related to the Senior Project Manager position in the Planning division. During the budget hearings, he requested the addition of a Senior Project Manager within the Division of Planning. The focus was to have someone in that division dedicated to strategic planning, in addition to monitoring and advising on current and future trends; Community Plan updates; ongoing assessment and update of the City's form-based Code in support of the Bridge Street District; ongoing assessment and updating the City's zoning code; and management and execution of various special projects related to strategic, forward-thinking planning. Mr. Langworthy, current Director of Land Use and Long Range Planning has agreed to move into this position. With his extensive consulting background and institutional knowledge of the Codes, particularly the form-based code, it is imperative that Mr. Langworthy move into this role. The City will do a search for a new Planning Director.

He requested a motion to waive the competitive selection process for the Senior Project Manager in order to appoint Mr. Langworthy to this position.

Ms. Chinnici-Zuercher moved to waive the competitive selection process for the Senior Project Manager in the Planning division, in order that Mr. Langworthy can be appointed to this position by the City Manager.
Vice Mayor Gerber seconded the motion.
Vote on the motion: Ms. Chinnici-Zuercher, yes; Mr. Peterson, yes; Mr. Reiner, yes; Mr. Lecklider, yes; Vice Mayor Gerber, yes; Mayor Keenan, yes; Ms. Salay, yes.

2. Thanked staff for their work on the State of the City, especially Ms. Puskarcik and her staff, Shared Vision and the support staff. He thanked Wendy's for allowing the City to use their great facility, which was enjoyed by all who attended.
3. Recommended to Council that they schedule work sessions on Monday, April 6; Monday, May 11; and Monday, June 15. Staff will provide a list of the proposed topics for discussion at these work sessions. If Council has other items for these agendas, those can be included as well.
4. Reminded everyone of the St. Patrick's Day Parade on Saturday, March 14, beginning at 11 a.m. and all of the other related activities in the City. He wished everyone a safe St. Patrick's Day experience and encouraged everyone to celebrate!

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

FEBRUARY 5, 2015

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

4. BSD Scioto River Neighborhood District – Bridge Park Mixed-Use Development
15-002PP **Riverside Drive and West Dublin-Granville Road**
Preliminary Plat

Proposal:	This is a request for preliminary review for a new mixed-use development on a 30.9-acre site located at the northeast corner of the intersection of Riverside Drive and West Dublin-Granville Road. The proposal includes new public streets and nine blocks for development for the overall site, with eight mixed-use buildings containing 372 housing units and 260,000 square feet of commercial square footage (office, retail, restaurant).
Request:	This is a request for review and recommendation of approval to City Council for a Preliminary Plat under the provisions of the Subdivision Regulations.
Applicant:	Nelson Yoder, Crawford Hoying Development Partners.
Planning Contact:	Rachel S. Ray, AICP, Planner II
Contact Information:	(614) 410-4656, rray@dublin.oh.us

MOTION: Todd Zimmerman moved, Cathy De Rosa seconded, to recommend approval of this Preliminary Plat to City Council, because the proposal meets the requirements of the Subdivision Regulations, with 2 conditions:

1) That City Council approves a Plat modification for the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent; and
2) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to final review by City Council.

*Nelson Yoder agreed to the above conditions.

VOTE: 6 – 0.

RESULT: This Preliminary Plat application will be forwarded to City Council with a recommendation of approval.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Absent
Cathy De Rosa	Yes
Bob Miller	Yes
Deborah Mitchell	Yes
Todd Zimmerman	Yes

STAFF CERTIFICATION

Rachel S. Ray, AICP
Planner II

City of Dublin

Land Use and Long Range Planning

5800 Shier Rings Road

Dublin, Ohio 43016-1236

PLANNING AND ZONING COMMISSION

MEETING MINUTES

FEBRUARY 5, 2015

4. BSD Scioto River Neighborhood District – Bridge Park Mixed-Use Development
15-002PP Riverside Drive and West Dublin-Granville Road
Preliminary Plat

The Chair, Ms. Newell, said the following application is a proposal for a Preliminary Plat that includes new public streets and nine blocks for development for a 30.9-acre site for a new mixed-use development at the northeast corner of the intersection of Riverside Drive and West Dublin-Granville Road. She said the Commission will make a recommendation to City Council on this request.

Rachel Ray gave a brief summary of the City's review process. She explained the Preliminary Plat is the first step in the subdivision of land and dedication of right-of-way (ROW) for public improvements. She listed the review criteria. She said plats in the Bridge Street District (BSD) require very close coordination with the BSD zoning regulations and the applicable Development and Site Plans.

Ms. Ray presented an overall BSD area map and pointed out the site's location. She presented the map from the Thoroughfare Plan and Community Plan that showed the major streets to which this plat must coordinate. She said the grid street network with nine development blocks, five new public streets, and a future mixed-use shopping corridor were part of the Basic Development Plan that was approved by City Council on January 20, 2015. She said the Preliminary Plat is a technical analysis of the subdivision of land and dedication of rights-of-way. She explained the Preliminary Plat identifies where new ROW is proposed to be dedicated to the City, and in this case, where some land is currently controlled by the City that would be incorporated into the new lots. She added the details of this arrangement will be determined through the development agreement, and presented a graphic showing how the ROW reconfigurations are proposed. She presented a slide showing where the existing east/west portion of Dale Drive will be vacated, and the new Bridge Park Avenue will become the new east/west street segment, in addition to the other new proposed streets. She presented a slide showing where there is reconfiguration of the ROW at the intersection of John Shields Parkway and Riverside Drive.

Ms. Ray stated that a condition of approval for this application is that City Council approves a plat modification for the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent. She presented a slide that diagrams this condition.

Ms. Ray said street sections are the other major element included with the Preliminary Plat, which show all of the elements that are to be provided within the ROW. She explained that in an urban environment, the line separating the public ROW from private property is much harder to discern and is preferred for the overall area to be considered public realm (the spaces between the building façades on each side of the street); this includes the vehicular and pedestrian realms but they are much more closely related. She indicated the vehicular realm is entirely within the public ROW, but the ROW overlaps the pedestrian realm, and beyond the ROW is private property, where dimensions can vary depending on where the building is situated. In a successful urban environment, she said a pedestrian walking along the street should not be able to tell where the ROW line is; it should feel seamless.

Ms. Ray said the other hallmark of a great urban street is how well it is framed by buildings. She said the narrower the space between the building façades, the more comfortable it is from a pedestrian standpoint. She said once the buildings faces get too far apart, the street starts to feel too wide open and suburban.

She stated it is important to make sure the public realm includes just the right amount of pedestrian, bicycle, and vehicular elements to maintain this delicate balance from an urban design standpoint.

Ms. Ray said on Bridge Park Avenue, which is part of the BSD Cycle Track Bicycle Network, the pedestrian realm is a little different than all of the other street sections. She said there are five-foot at-grade tree pavers, a five-foot cycle track, and a five-foot sidewalk at the edge of the ROW. She explained the 5 -30 feet of additional space provided on Bridge Park Avenue is for additional walkways, patios, and seating areas.

Ms. Ray presented the BSD Cycle Track System graphic. She explained that most of the cycle track will be provided along greenways; however, the section leading up to the pedestrian bridge necessitates a different approach. She noted some examples of cycle tracks that were included in the packets that have similar arrangements from around the world to show how they will function. She indicated that cycle tracks are designed for a range of bicyclists, from children to casual riders, whereas more "serious" commuter cyclists will tend to ride in the street. She said the cycle track is designed to serve as an overlap zone and an extension of the sidewalk.

Ms. Ray presented the approved street section for each of the five new streets, as approved by City Council with the Basic Development Plan and formalized with the proposed Preliminary Plat. She pointed out the various sections and how they differ in width on Bridge Park Avenue, Riverside Drive, Mooney Street, Longshore Street, Banker Drive, and Tuller Ridge Drive.

Ms. Ray reported that Planning and the Administrative Review Team have reviewed the proposed Preliminary Plat, and based on the review criteria, approval is recommended to City Council with two conditions:

1) That City Council approves a plat modification for the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent; and
2) That the applicant ensures that any minor technical adjustments and other adjustments as noted on this report are made prior to final review by City Council.

The Chair invited public comment. [Hearing none.]

Victoria Newell asked to see the bicycle examples again and pointed out that one of the images shows a street heavily congested with bicycles. She said she is concerned with only having 10 feet of area left over once a restaurant with a fenced-in patio is added right next to the public sidewalk. She pointed out there is 14 feet, 5 inches from the building area to the edge of where the cycle track is proposed in some areas.

Ms. Ray said the recommendation for this section was to ensure a balance, the right delineation of spaces. She said there might be some days or even times during the day where there are lots of pedestrians and no bicyclists, and other times when the opposite occurs. She stated that this area should be shared by a variety of users. She said when this project comes forward for Site Plan Review we will see where those fences are proposed to make sure there is enough space remaining.

Ms. Newell asked if there was anything in the text that will hold that line. She said the way it is written now, the applicant will return and will be allowed to build all the way out to the right-of-way. She said "you never know what the future is going to bring." She said she believes this amount of space for a very active area, which we want to be active, is too tight.

Amy Salay said she shared Ms. Newell's concern. She said she was never a fan of combining the cycle track with the sidewalk but was persuaded by points made by Staff and fellow Council members. She indicated the expectation is that cyclists are not going to be whizzing through this area. She said it is anticipated that

the 'serious' cyclists will use the street and not the cycle track. She indicated discerning the correct width is a challenge and a balance needs to be reached.

Cathy De Rosa pointed out some differences in the types of paths shown in the examples provided by Staff, based on her experiences with some of the European examples. She said there are some paths are meant for cyclists who are commuters not using a car, and others where the paths are meant for leisure day outings, tourists, and weekenders, and that there is a real difference between the two of them in terms of the way they are designed and feel. She indicated the design seems to facilitate what the most common use of that space will be. She said the question for the Commission to determine is what we want to happen in that particular corridor, and the commuters would need a wider path as opposed to the casual riders.

Ms. Newell said there were previous discussions among the Planning and Zoning Commission members, where the Commission had envisioned a scenario in the Bridge Street District where the bicycle is the primary mode of transportation to work, live, and play rather than relying on cars. She said she is concerned with bicycle congestion on top of pedestrian activity, patio areas, sandwich board signs, and all of the other activities that happen in this space. She said this does not mean that the right-of-way needs to be substantially wider, but a six-foot walk and five-foot cycle track would be more comfortable if there was more space around it. She said previously, the Commission's consensus was that 12 feet of sidewalk area seemed reasonable, but when bicycles are factored in with adjacent patio areas crowding up to the sidewalk, there is no guarantee that there will be enough space. She said she was concerned that applicants would be coming in and requesting to build fenced-in patios right up to the edge of the right-of-way, with no room for overlap.

Ms. Salay requested clarification regarding the 12-foot clear area sidewalk requirement. She said she assumed there was additional width at the intersection of Riverside Drive and Bridge Park Avenue.

Ms. Ray said the 12-foot clear area is the zoning requirement along designated shopping corridors, which the applicant has designated along both sides of Bridge Park Avenue between Riverside Drive and Mooney Street, and along portions of Riverside Drive. She said Staff's recommendation is that the 12-foot area is provided through the five-foot sidewalk, the five-foot cycle track, and two feet of overlap space on the paver tree grates. She added that in the portions of the streetscape where there are no street trees, there will be an additional five feet of pavement.

Ms. Salay verified that there is at least 12 – 15 feet of clearance in Staff's review.

Ms. Ray said in the Basic Site Plan, nothing less than five feet is shown on the adjacent private properties and the minimum 12 feet is provided within the public right-of-way. She said at Bridge Park Avenue and Riverside Drive, the sidewalk widens from five to seven and a half feet adjacent to the five-foot cycle track.

Ms. Newell said there is a 12-foot clearance but it is being judged as going over what are actually tree grate planting areas where the Commission had previously envisioned planting beds.

Ms. Ray said at-grade pavers will be used in all areas except at the intersection of Riverside Drive and Bridge Park Avenue.

Ms. Newell reiterated her point that she did not consider the tree pavers a path for travel.

Deborah Mitchell said she was concerned about the safety for bicyclists and pedestrians and that there is enough room for them to coexist without problems. She said she has never seen paths delineated in the manner proposed with this application, but her experience has been when both groups are sharing the same right-of-way or path, typically there is more than 10 feet and maybe even be more than 12 feet. She

said people walking dogs should be considered as well as someone walking with children, strollers, etc. She stated that the paths can get very congested.

Ms. Mitchell stated that we do not know what is going to happen with restaurants or other businesses that would encroach into this public space. She said in her experience, in vibrant urban environments, all the action is on the walkways and they have to be more than just ways to get around. She indicated the paths have to be wide enough so festivals can occur, there is enough space for street performers, and people can do things individually and in groups. She said without any kind of rules or restrictions to ensure that space is not lost, she fears this will become a path to go from point A to point B. She said if one restaurant is encroaching into that area, maybe that is fine in limited instances, but if there is not enough room to have people milling around, a lot of vibrancy will be lost.

Steve Langworthy pointed out that this is the plat phase, and not the Site or Development Plan phases. He said there are a series of squares and open spaces that are also planned to occur along the streetscape with this project so the activity will not all be forced onto the sidewalks, although there will still be space for that. He said he hopes congestion is a problem. He referred to a meeting staff had held with David Dixon, formerly with Goody Clancy, who had assisted with the Bridge Street District vision. He said Mr. Dixon emphasized the need to provide a balance of space. Mr. Langworthy recalled Mr. Dixon saying if areas are too large that are not used all the time, the spaces appear to be too large and too empty and uncomfortable. He said Mr. Dixon had recommended that it was better to have smaller spaces with some congestion rather than larger, emptier spaces.

Mr. Langworthy said the population in this area will not be huge – certainly not like New York City population numbers. He said it is expected to be more like 1,500 – 2,000 people living here. Obviously, he said there will be visitors to Bridge Park, but they will not all be on the street at the same time. He indicated he is not anticipating huge crowds here that would require 15 – 20-foot wide spaces to accommodate them; this is not that kind of environment. He added this cannot be compared to Boston or New York City.

Ms. Mitchell stated 10 feet wide would be fine if it did not also include bicycles and that is what she is struggling with – that there is space to provide enough room for people, bikes, events, etc.

Ms. Newell indicated she had the same concerns. She said she remembers when sidewalk sales occurred and tables were pulled out onto the sidewalk for display. She said there are still a lot of places you go where that still happens, like in resort communities or farmer's markets. She stated Dublin has had a number of festivals that have been well-attended and included vendors. She said her concern was that lively environments like that would be created but there would not be adequate room to accommodate the activity.

Ms. Newell asked how five feet was determined to be an appropriate dimension for the cycle track. She said she is a cyclist that would likely use the path since she has never been comfortable riding in the street with her kids. At five feet, she said she envisions two bicycles traveling side-by-side because it is very common to have a parent and a child riding together. She said maybe kids are not envisioned for this area in the short term, but planning should be considered for 30 – 40 years out, and there may be kids here in the future, or as visitors.

Ms. Ray said the five-foot cycle track was intended for one-way traffic so people on the north side of Bridge Park Avenue will traveling west toward the river, and bicyclists on the south side of the street will be traveling east away from the river. She said the dimensions had been reviewed by representatives who had served on the City's Bicycle Advisory Task Force as well as the City's streetscape design consultant, MKSK.

Ms. Salay said she envisions the casual bicyclist using the cycle track, and that those types of bicyclists would disembark and walk their bikes in the areas that were too congested. She agreed that the more serious commuter cyclists would ride in the street.

Ms. De Rosa asked if all the cycle tracks were planned to be five feet wide. Ms. Ray said the cycle track configuration along Bridge Park Avenue is a special circumstance in the overall BSD Cycle Track loop network. She said elsewhere on the loop, including along the west side of Riverside Drive between Bridge Park Avenue and John Shields Parkway, the path would be two-way and would be 10 feet wide.

Ms. De Rosa indicated that it may be possible to make tracks in certain areas intended for commuters and make tracks in other areas for the casual riders that will be traveling at a much slower pace.

Ms. Ray presented the BSD Cycle Track loop map and stated that the planned network provides a lot of unique and interesting contexts, with the path adjacent to a number of planned greenways, through the highly active Bridge Park development along Bridge Park Avenue, through the Historic District, and across the pedestrian bridge. She pointed out the paths adjacent to the Indian Run would be more natural in character than the newer areas that are a result of the extension of John Shields Parkway that will be more urbanized in character. She indicated there are a lot of different experiences offered.

Ms. Salay asked if there will be sharrows in all of the public streets. Ms. Ray said Staff is just recommending the sharrows in the center of the travel lanes on Bridge Park Avenue at this point in time.

Ms. Salay asked how wide the pedestrian bridge is going to be. Ms. Ray answered 15 feet wide.

Bob Miller asked if the City's bicycle consultants were ever asked to discuss conflict and conflict resolution. He said he believes the cyclists will be primarily on the road and when Ms. Newell said she would not be on the road, it caused him some thought. He said for the most part, if he is riding in this area, he would be on the road so he would be able to get where he needed to go quickly. He said he sees the cycle track as aesthetically pleasing more so than functional, but could see residents and pedestrians having issues with bicyclists being in what they would consider to be "their" space. He asked if that is something that would be traffic controlled and would have to be policed.

Mr. Langworthy reported that the Bicycle Advisory Task Force told Staff that when comparing the serious bicyclist to the recreation bicyclist, the serious cyclist would stay on the road (even if you try to force them off the road) and would not be in the conflict area.

Mr. Langworthy recalled a time when he visited Portland, Oregon and he was at a restaurant watching bicyclists go by and when they would get on the sidewalk, they would tend to get off their bikes and walk them through the congested areas. He indicated there may even be some signs to that effect. He said cities make accommodations that way and the various cyclists and pedestrians ultimately learn to live together in that environment.

Mr. Langworthy commented on walking around planting areas. He said he will walk a few steps around a tree and that would not prevent him from walking in that area just because there are tree pavers.

Ms. Newell said she thought she recalled a presentation that suggested trees would be planted in raised planting beds and not just within tree grates or maybe something has changed. She said at one time the plantings were to be raised. She said someone wearing high heels would not be comfortable crossing a tree grate.

Ms. Salay asked if there would be individual trees because she read in one section there would be raised planters.

Joanne Shelly explained the way the Code reads, there is an option to have a planter box with plants or have an option to do some type of pervious pavement, whether it is a tree grate or a permeable paver. She said in areas where there will be high pedestrian activity we encourage the applicant to go with some type of tree grate and pervious paver material. She said for areas right at the intersection of Bridge Park Avenue and Riverside Drive, we would encourage extra lush seasonal plantings as an entry feature, and at the bridge, there would be planter boxes. She said the City also has a preference of instead of having planter boxes everywhere, make sure we have planter boxes in areas where we can maintain them at a high level of quality and make expressions of interest and seasonal color in those locations and be more subdued and careful of our plantings in other locations so we can maintain the level of quality and visual interest we want at these intersections.

Ms. Newell said she appreciated that response. She said as a Commission, we have to make the decision on what the bike path is going to be. She said if it is really going to be just a casual bike path, then maybe the solution here is a little bit more agreeable, but the Commission's previous discussion had been an attempt to accommodate something that works for all types of users. She said she thought she recalled the Commission's last recommendation involved a path on a different level, separate from the pedestrian sidewalk and the street with their own truly dedicated bike lane. She said where it becomes difficult is now they are right next to one another. She said she does not know that there is a magic solution one way or the other. She said she anticipated struggling with this solution as it goes forward, but at this point, she did not think the discussion would prevent the application from being approved. She said she remained concerned with what would happen adjacent to the public right-of-way on the private side of the public realm.

Motion and Vote
Mr. Zimmerman motioned, Ms. De Rosa seconded, to recommend approval of this Preliminary Plat to City Council because the proposal meets the requirements of the Subdivision Regulations, with two conditions:

1) That City Council approves a Plat modification for the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent; and
2) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to final review by City Council.

The Chair asked if the applicant agreed with the two conditions. Nelson Yoder said he agreed with the conditions.

The vote was as follows: Mr. Miller, yes; Ms. Newell, yes; Ms. Mitchell, yes; Ms. Salay, yes; Mr. Zimmerman, yes; and Ms. De Rosa, yes. (Approved 6 – 0)

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ADMINISTRATIVE REVIEW TEAM

RECORD OF DETERMINATION

JANUARY 8, 2015

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

1. BSD Scioto River Neighborhood District – Bridge Park Mixed-Use Development
Riverside Drive and West Dublin-Granville Road
15-002BPR/PP Basic Development Plan/Basic Site Plan/Preliminary Plat Reviews

Proposal:	This is a request for preliminary review for a new mixed-use development on a 30.9-acre site located at the northeast corner of the intersection of Riverside Drive and West Dublin-Granville Road. The proposal includes new public streets and nine blocks for development for the overall site, with eight mixed-use buildings containing 372 housing units and 260,000 square feet of commercial square footage (office, retail, restaurant).
Request:	Review and recommendation of approval to City Council for Basic Development Plan and Basic Site Plan Review applications under the provisions of Zoning Code Section 153.066(D). This is also a request for review and recommendation of approval to the Planning & Zoning Commission and City Council for a Preliminary Plat under the provisions of the Subdivision Regulations.
Applicants:	Nelson Yoder, Crawford Hoying Development Partners
Planning Contact:	Rachel S. Ray, AICP, Planner II
Contact Information:	(614) 410-4656 or rray@dublin.oh.us

DETERMINATION #1: Recommendation of approval to City Council for two Development Plan Waivers:

1) Maximum Block Size – Zoning Code Section 153.060(C)(2)(b)

   To increase the maximum permitted block dimensions for Lot 6 (increasing maximum block length from 500 feet to ±584 feet on the west and 617 feet on the east, and maximum block perimeter from 1,750 feet to ±1,979 feet); and

   To increase the maximum permitted block dimensions for Lot 9 (increasing maximum block length from 500 feet to ±640 feet on the west and 687 feet on the east, and maximum block perimeter from 1,750 feet to ±1,894 feet).

2) Front Property Lines – Zoning Code Section 153.060(C)(3)(b)

   Allowing only one front property line (and three corner side property lines) instead of two front property lines (and two corner side property lines) for Lots 3 and 5 containing parking structures, where a minimum of two front property lines are required.

RESULT: The Development Plan Waivers were forwarded to City Council with a recommendation of approval.

1. BSD Scioto River Neighborhood District – Bridge Park Mixed-Use Development
Riverside Drive and West Dublin-Granville Road
15-002BPR/PP Basic Development Plan/Basic Site Plan/Preliminary Plat Reviews

DETERMINATION #2: Recommendation of approval to City Council for three Site Plan Waivers:

1) Front Property Line Coverage – Code Section 153.062(O)(5)(a)1/ 153.062(O)(6)(a)1
Allowing Front Property Line Coverage to be 52.52% instead of 75% for Buildings B1 and B2 along Riverside Drive, and allowing Front Property Line Coverage to be 63.32% for Buildings C1 and C2 along Riverside Drive.

2) Horizontal Façade Divisions – Code Section 153.062(O)(5)(d)4
Not requiring a horizontal façade division at the top of the ground story (allowing a horizontal façade division at the top of the second story instead) for Buildings B1, B2, and C3.

3) Ground Story Height – Code Section 153.062(O)(5)(b)/ 153.062(O)(12)(b):
Allowing ground story height to exceed the maximum permitted height for Buildings B3 and B4 (Parking Structure Façades), C3 and C4 (Parking Structure Façades) from maximum 12 feet for parking structures and 16 feet for corridor building types up to maximum 22 feet.

RESULT: The Site Plan Waivers were forwarded to City Council with a recommendation of approval.

DETERMINATION #3: Recommendation of approval to City Council for the Basic Development Plan with six conditions:

1) That the applicant works with the City to establish a development agreement for this project;
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 provides the full 12-foot minimum clear sidewalk area within the designated shopping corridors as part of the Site Plan Review;
4) That the applicant describes 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;
5) That the applicant provides a phasing, demolition, and interim site conditions plan for the development as part of the Development Plan Review; and
6) That the applicant addresses any remaining Engineering comments as part of the Development Plan Review.

RESULT: The Basic Development Plan was forwarded to City Council with a recommendation of approval.

1. BSD Scioto River Neighborhood District – Bridge Park Mixed-Use Development
Riverside Drive and West Dublin-Granville Road
15-002BPR/PP Basic Development Plan/Basic Site Plan/Preliminary Plat Reviews

DETERMINATION #4: Recommendation of approval to the Planning and Zoning Commission and City Council for the Preliminary Plat with four conditions:

1) That the plans are revised to include parking on the south side of Banker Drive for the section between Riverside Drive and Mooney Street;
2) 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;
3) That the applicant addresses any remaining Engineering comments prior to final review by City Council; and
4) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to final review by City Council.

RESULT: The Preliminary Plat was forwarded to the Planning and Zoning Commission and City Council with a recommendation of approval.

DETERMINATION #5: Recommendation of approval to City Council for the Basic Site Plan with eight conditions:

1) That the applicant seek approval of conditional uses for the proposed parking garages prior to (or with) Site Plan approval;
2) That the parking garage entrance/exit drives are reduced to less than 24 feet wide, or seek approval of a Waiver at Site Plan Review;
3) That the applicant provide awnings and/or canopies and/or other elements wherever possible and architecturally appropriate at the determination of the required reviewing body at the top of the first story (as conceptually shown in most of the renderings) at the Site Plan Review;
4) That the plans are revised to include a crosswalk at the intersection of Bridge Park Avenue and Longshore Street;
5) That the building plans are modified to address the potential "Future Waivers" and other modifications noted in this report prior to the Site Plan Review, or Site Plan Waivers will be required;
6) That the applicant seek approval of a request to pay a fee-in-lieu of dedicating the full open space requirement;
7) That the proposed open spaces that fail to meet the minimum dimensional requirements are modified prior to the Site Plan Review, or Site Plan Waivers will be required; and
8) That the applicant addresses any remaining Engineering comments as part of the Site Plan Review.

RESULT: The Basic Development Plan was forwarded to City Council with a recommendation of approval.

1. BSD Scioto River Neighborhood District – Bridge Park Mixed-Use Development
Riverside Drive and West Dublin-Granville Road
15-002BPR/PP Basic Development Plan/Basic Site Plan/Preliminary Plat Reviews

DETERMINATION #6: Approval of this request for four Administrative Departures:

1) Front Property Line Coverage (minimum 75% required)
   a. *Building C2* – 73.46% along Bridge Park Avenue
2) Upper Story Height
   a. *Building B4 (Garage) – 12.5 feet (maximum 12 feet)*
   b. *C2 – 15 feet (max. 14 ft.)*
   c. *C4 (Garage) – 12.67 ft. (maximum 12 feet).*
3) Upper Story Street Façade Transparency Requirement (minimum 30% required)
   a. *Building B1 – 27.70% at 4th floor (Riverside Drive elevation);*
   b. *C3 – 29.19% at 5th floor (Bridge Park Avenue);*
   c. *C4 (Residential) – 29.31% at 2nd floor and 29.88% at 5th floor (Mooney Street).*
4) Minimum Primary Façade Materials Requirement (minimum 80% required)
   a. *Building B1 – 74.45% (Longshore Street elevation); 74.71% (open space); 73.85% (Banker Drive)*
   b. *B2 – 76.15% (open space)*
   c. *B3 – 73.06% (Longshore Street); 78.70% (Mooney Street)*
   d. *B4 (Residential) – 73.08% (Longshore Street; 78.73% (open space)*
   e. *C3 – 74.13% (Mooney Street)*
   f. *C4 (Residential) – 74.58% (Mooney Street)*

RESULT: This request was approved. This approval shall be valid for a period of two years from the date of approval in accordance with Zoning Code Section 153.066.

STAFF CERTIFICATION

Steve Langworthy, Planning Director

City of Dublin

Land Use and Long Range Planning

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ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

JANUARY 8, 2015

ART Members and Designees: Steve Langworthy, Planning Director; Gary Gunderman, Planning Manager; Fred Hahn, Director of Parks and Open Space; Alan Perkins, Fire Marshal; Jeff Tyler, Building Standards Director; Colleen Gilger, Economic Development Director; Barb Cox, Engineering Manager; and Ray Harpham, Commercial Plans Examiner.

Other Staff: Rachel Ray, Planner II; Joanne Shelly, Urban Designer/Landscape Architect; Claudia Husak, Planner II; Devayani Puranik, Planner II; Tammy Noble-Flading, Senior Planner; Andrew Crozier, Planning Assistant; Katie Ashbaugh, Planning Assistant; and Laurie Wright, Staff Assistant.

Applicants: Nelson Yoder and Russ Hunter, Crawford Hoying Development Partners; John Woods, MKSK; Brian Quackenbush, EMH&T; and Teri Umbarger, Moody Nolan.

Others Present: Dan Phillabaum, dp planning & design, LLC; consultant to the ART.

Steve Langworthy called the meeting to order. He asked if there were any amendments to the December 30, 2014, meeting minutes. The minutes were accepted into the record as presented.

DETERMINATION

1. BSD Scioto River Neighborhood District – Bridge Park Mixed-Use Development
Riverside Drive and West Dublin-Granville Road
15-002BPR/PP Basic Development Plan/Basic Site Plan/Preliminary Plat Reviews

Rachel Ray said this is a request for a review for a new mixed-use development on a 30.9-acre site at the northeast corner of the intersection of Riverside Drive and West Dublin-Granville Road. She said the proposal includes new public streets and nine blocks for development for the overall site, with eight mixed-use buildings containing 372 housing units and 260,000 square feet of commercial uses (office, retail, and restaurant) in this first phase. She said this is a request for review and recommendation of approval to City Council for Basic Development Plan and Basic Site Plan Review applications under the provisions of Zoning Code Section 153.066(D). She said this is also a request for review and recommendation of approval to the Planning & Zoning Commission and City Council for a Preliminary Plat under the provisions of the Subdivision Regulations.

Ms. Ray presented an overview of the application, summarizing the contents of the Administrative Review Team Report. She began with the Basic Development Plan and presented a graphic of the site area that includes:

- A grid street network;
- Nine development blocks (Lots 1 through 9) subdivided by public streets;
- Five new public streets (Bridge Park Avenue, Tuller Ridge Drive, Banker Drive, Mooney Street, and Longshore Street);
- A future mixed-use shopping corridor designated along portions of Bridge Park 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 shared a graphic of the site area that encompasses the Basic Site Plan Review, including:

- Lots/Blocks 2, 3, 4, and 5;
- Eight buildings; and
- Associated open spaces proposed on the four blocks.

Ms. Ray explained the ART had identified two Development Plan Waivers and three Site Plan Waivers to be recommended for approval/disapproval separately.

Ms. Ray stated the ART is required to make recommendations to City Council on this application including the requested Waivers, the Basic Development Plan Review, the Basic Site Plan Review and Preliminary Plat. She said a major caveat relates to the ART analysis of the building type requirements. She said Staff has reviewed the information with the assistance of Dan Phillabaum, who completed the building type calculations and Code analysis. She explained the following Administrative Departures were identified:

1) Front Property Line Coverage (minimum 75% required)
   a. Building C2 – 73.46% along Bridge Park Avenue
2) Upper Story Height
   a. Building B4 (Garage) – 12.5 feet (maximum 12 feet)
   b. C2 – 15 feet (max. 14 feet)
   c. C4 (Garage) – 12.67 ft. (maximum 12 feet)
3) Upper Story Street Façade Transparency Requirement (minimum 30% required)
   a. Building B1 – 27.70% at 4th floor (Riverside Drive elevation);
   b. C3 – 29.19% at 5th floor (Bridge Park Avenue);
   c. C4 (Residential) – 29.31% at 2nd floor and 29.88% at 5th floor (Mooney Street).
4) Minimum Primary Façade Materials Requirement (minimum 80% required)
   a. Building B1 – 74.45% (Longshore Street elevation); 74.71% (open space); 73.85% (Banker Drive)
   b. B2 – 76.15% (open space)
   c. B3 – 73.06% (Longshore Street); 78.70% (Mooney Street)
   d. B4 (Residential) – 73.08% (Longshore Street); 78.73% (open space)
   e. C3 – 74.13% (Mooney Street)
   f. C4 (Residential) – 74.58% (Mooney Street)

She noted that for these buildings listed, the specific Code requirement is within 10 percent of the numerical requirement of being met. She said this is within the range of an Administrative Departure. She reiterated that the numbers and percentages are based on two-dimensional calculations completed on the renderings submitted with this application. She explained that at this project advances to the next level of detail, some additional Administrative Departures may be identified, some of the items listed may be modified to no longer be eligible for Administrative Departures (requiring Waivers instead), and some may ultimately meet the Code requirement.

Ms. Ray said for the rest of the building type analysis, Mr. Phillabaum had reviewed each of the buildings against applicable building types (Corridor, Mixed-Use, and Parking Structures). She noted that there are a number of Code requirements noted on the tables that are “not met” and would require a “future Waiver.” She said the reason why they are noted as “future Waivers” and not being evaluated at this time is because at this level of detail, there is not enough information to determine the merits of each potential Waiver. She said the applicant would need to verify the numbers and provide justification based

on the Waiver criteria for the items that do not meet Code. She suggested that some Waivers may be appropriate, but the applicant would need to be prepared to make the case that *not* meeting the requirement will result in a better building, or other justification why the requirement cannot be met.

Ms. Ray said the Basic Development Plan includes the proposed street network, block framework, and street types in accordance with BSD Zoning Code. She said the proposed Preliminary Plat for 30.9 acres establishes nine blocks coinciding with nine 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 Neighborhood District. She said the plat includes the vacation of the east/west segment of Dale Drive and realignments of portions of existing rights-of-way.

Ms. Ray stated that Bridge Park Avenue is the east-west District Connector Street providing an eventual future road connection from Sawmill Road to Riverside Drive. She said the proposed roadway has three sections:

Between Riverside Drive and Longshore Street: 80-foot typical street section includes:
- Two 11-foot travel lanes, plus an 11-foot left turn lane;
- 3-foot carriage walk;
- 8-foot planter/sidewalk area;
- 5-foot cycle track; and
- 7.5-foot sidewalk.

Between Longshore Street and Mooney Street: 80-foot typical street section includes:
- Two 11-foot travel lanes, plus an 11-foot left turn lane;
- 8-foot parallel parking spaces on both sides of the street;
- 5.5-foot planter/sidewalk area;
- 5-foot cycle track; and
- 5-foot sidewalk.

Between Mooney Street and Dale Drive: 69-foot typical street section includes:
- Two 11-foot travel lanes (no turn lane);
- 8-foot parallel parking spaces on both sides of the street;
- 5.5-foot planter/sidewalk area;
- 5-foot cycle track; and
- 5-foot sidewalk.

Ms. Ray explained that Tuller Ridge 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) with Riverside Drive. She said the 65-foot right-of-way accommodates all required streetscape elements, including:
- Two 11-foot travel lanes;
- 8-foot parallel parking spaces on both sides of the street;
- 2.5-foot carriage walk;
- 5-foot planter/sidewalk area; and
- 6-foot sidewalk

Ms. Ray stated that Mooney Street is a Neighborhood Street that runs north/south and connects the dedicated Mooney Street north of John Shields Parkway, south through the Bridge Park development to future Banker Drive. She said Longshore Street is a Neighborhood Street that runs north/south parallel to and between Riverside Drive and Mooney Street, and Banker Drive is an east/west street that is an extension of the same road located farther to the east of the site. She stated that Banker Drive connects Riverside Drive east to Dale Drive. Ms. Ray explained that the 60-foot right-of-way for all three streets accommodates all required streetscape elements, including:

- Two 11-foot travel lanes;
- 8-foot parallel parking spaces on both sides of the street;
- 5-foot planter/sidewalk area; and
- 6-foot sidewalk.

Ms. Ray pointed out that not all portions of Banker Drive show parking on the plans. She said the plans should be revised to include parking on the south side of the section between Riverside Drive and Mooney Street. She noted that the section of Banker between Mooney Street and Dale Drive will not have parking due to the grade change but all other elements will remain the same.

Ms. Ray said the Basic Site Plan includes site details including building types/architecture, open spaces, parking, landscaping, stormwater, and signs in accordance with the BSD Zoning Code. She presented a diagram showing buildings B 1–4 and C 1–4 identifying the eight building types proposed as part of Phase 1 of the Bridge Park development project:

B1 Faces Riverside Drive at the northeast corner of the intersection with new Banker Drive.
Street Level: Eating & Drinking; and Retail
Floor 2: Office
Floors 3 – 6: Residential

B2 Is at the highly prominent intersection of Riverside Drive and Bridge Park Avenue, visible from the future pedestrian bridge landing.
Street Level: Eating & Drinking; and Retail
Floor 2: Office
Floors 3 – 6: Residential

B3 Faces Bridge Park Avenue.
Street Level: Eating & Drinking; Retail; and Office
Floors 2 - 5: Residential

B4 Functions as two buildings in one: the north and west sides of the building (facing an open space and Longshore Street respectively) are entirely residential. The east and south sides of the building (facing Mooney Street and Banker Drive respectively) are parking structures from the ground floor up.
East and South Elevations: 6 levels of garage parking
North and West Elevations: 5 floors of residential

C1 Faces Riverside Drive at the southeast corner of the intersection with the Tuller Ridge Drive extension.
Street Level: Eating & Drinking; and Retail
Floors 2 - 5: Residential

C2 Is at the highly prominent intersection of Riverside Drive and Bridge Park Avenue, visible from the future pedestrian bridge landing.
Street Level: Eating & Drinking; and Retail
Floors 2 - 5: Office

C3 Faces Bridge Park Avenue.
Street Level: Eating & Drinking; and Retail
Floor 2: Office
Floors 3 – 6: Residential

C4 Functions as two buildings in one: the south and east sides of the building (facing an open space and Mooney Street respectively) are entirely residential. The west and north sides of the building (facing Longshore Street and Tuller Ridge Drive respectively) are parking structures from the ground floor up.
North and West Elevations: 6 levels of garage parking
East and South Elevations: 5 floors of residential

Ms. Ray asked the applicant to provide an overall view of all four Riverside Drive buildings in their presentation to City Council. She presented elevations of one side of all four buildings to show how the architectural elements reflect some consistency, but demonstrate unique architectural character across the overall site.

Ms. Ray said the resident/pedestrian bridge detail presented on the screen was submitted after last week's ART meeting, which contained the following elements:

- Stainless steel cable guardrail;
- Exposed rivets;
- Composite metal panels; and
- A design with unenclosed sides.

Ms. Ray stated that the ART raised concerns previously about the design of the proposed resident/pedestrian bridges, and that they be designed to deter people from climbing out of them or from throwing or dropping objects over the edge into the public right-of-way. She said greater detail would be expected at the Site Plan Review.

Ms. Ray presented a slide showing the distribution of proposed open spaces throughout the site to meet the open space requirement. She suggested the applicant think of the open spaces in a three-dimensional sense, rather than just in plan view. She presented a few concepts that had been submitted for the spaces between buildings. She added the drawings need to show how the open spaces will capture the eyes of the passers-by and draw pedestrians in and through the open spaces, which will require more than just landscaping and seating areas. She said she understood that these are all four-sided buildings with streets on three sides, and they needed to find some place to put the mechanical elements. She said however, showing how the mechanicals will be screened in the open space is critically important for the next review.

Fred Hahn asked if design intent and square footage should be included in the presentation to City Council, as well as the conceptual open space plans, given all of the feedback on the spaces. It was decided that only the open space distribution diagram should be presented given the work that needed to be done on the open spaces.

Ms. Ray summarized the ART's overall comments on the project, beyond the more Code-specific elements:

- General
  Ms. Ray reiterated that the street network, block framework, site, building, and open space designs for the Bridge Park mixed-use development must serve as examples of desirable Bridge Street District development, and this can only be accomplished through exacting attention to detail, thorough and well-coordinated planning, and adherence to applicable Code requirements. She stated that as this is the Basic Plan Review; there are many details still to be identified and coordinated, in later more detailed approvals.

- Development Agreement
  Ms. Ray stated that at this time, City Council has not approved a development agreement, although the City Administration is actively working with the developer to establish terms. She

said a project of this size, scale, and impact requires significant partnership between the City, the developer, property owners, and many other interested parties. In addition to project financing, she said the development agreement is expected to address the following:

- A series of land acquisition and/or land swap issues;
- Public improvement design and construction responsibilities;
- Park and open space issues;
- Parking facility and policy issues;
- Other public and private development investment responsibilities; and
- Project phasing.

- Principles of Walkable Urbanism
  Ms. Ray said this was a newer section of the Zoning Code. She said Staff can provide a technical review of projects like this based on the numerical requirements of the Code; however, she noted the importance of stepping back and asking if the overall application makes sense, and how all of the big pieces fit together. She explained that the Principles of Walkable Urbanism, which the Planning and Zoning Commission had added in the 2013 Code amendments, provides some criteria for this overarching evaluation. She summarized the comments in the ART report. She said the application has come a long way, but additional details will be needed.

  Steve Langworthy suggested that more information be provided on transit. He said the applicant needs to address how transit stops could be integrated into the project. Ms. Ray said work needed on transit should be coordinated with COTA, to which Mr. Langworthy agreed should happen at the appropriate time.

- Building Types and Architecture
  Ms. Ray said the following comments are particular points of emphasis to be addressed at the Site Plan Review:

  - Future Waivers
    Ms. Ray said material details such as durability, performance over the long term, and installation details will need to be addressed, in particular for the proposed materials that are not permitted by Code.

  - Terminal Vistas/Pedestrian Bridge Landing Point
    Ms. Ray advised the applicant to pay special attention to the elevations of Buildings B2 and C2 at the intersection of Riverside Drive and Bridge Park Avenue, which had been discussed previously.

  - Pedestrian Experience
    Ms. Ray said the design of the individual storefronts will characterize this project, and a Master Sign Plan will start this conversation. She said the next level of detail will be required at the Site Plan Review.

  - Framing Open Spaces
    Ms. Ray said all eight proposed buildings are four-sided buildings, with no true “rear elevations,” and as such, siting service areas, utility rooms, and other architectural elements that would normally be placed on an alley-facing elevation must be located on an elevation that faces either a street or an open space. She said the proposed buildings generally locate these building mechanicals on the elevations facing the open spaces between the buildings, and as a result, many of these elevations fail to meet many of the building type requirements of the Code. She said as noted earlier, that could be acceptable, assuming the screening is accomplished through creative architecture and

interesting open spaces. She reiterated the importance of the design concepts for these spaces at the Site Plan Review.

- Parking Garages
  Ms. Ray said at the Planning and Zoning Commission review of this project on October 21st, the Commission stated that parking structures need to be "works of art," with an interesting concept and should not appear to be "just parking garages." She said they needed to be well-designed and interesting buildings. She commended the applicant for their collaborative effort to come up with two unique designs that the ART feels positively about, with details to be reviewed at the Site Plan Review.

  Mr. Langworthy suggested that the applicant provide a graphic showing the lighting effects in daytime and nighttime.

- Sky Bridges
  Nelson Yoder asked that these be referred to as "residential pedestrian bridges," as that is a more appropriate term. He reiterated the bridges will only be accessed by residents and visitors to the residential units.

  Ms. Ray said the applicant should be prepared to discuss the bridges, their design, and functionality at the City Council review.

- Shopping Corridors/Pedestrian Oriented Streetscape
  Ms. Ray said a minimum of 12 feet of clear sidewalk width is required to be provided along designated shopping corridors.

- Block Size and Access
  Ms. Ray said Waivers are required for the sizes of Lots/Blocks 6 and 9, which the ART is supportive of due to the greenway along the south side of John Shields Parkway.

- Crime Prevention Thru Environmental Design
  At the Site Plan Review when additional details are available, Ms. Ray said the open spaces and spaces around the buildings will be evaluated to ensure that opportunities for crime are minimized, such as shrubs or architectural elements that can conceal someone, and appropriate lighting levels and sight lines are maintained. She said that although Sgt. Barnes was unable to attend today's ART meeting, Police has also recommended that plenty of locations to secure bicycles are provided throughout the streetscape. She reiterated that bicycle parking will be finalized at the Site Plan Review.

- Economic Development
  Colleen Gilger said she likes this project and is eager to see it built. She confirmed that the C2 building will be built first along with the parking garage. She inquired if a tenant would be able to occupy office space in 18 – 24 months.

  Mr. Yoder responded he certainly hoped it would be possible to expect occupancy by then.

- Engineering
  Barb Cox referred everyone to her memo dated January 5, 2015, and said she was curious about how stormwater integrates with open space.

Brian Quackenbush, EMH&T, stated they had been working very recently with MKSK Studios on the designs of the open spaces and the stormwater facilities, and would be prepared to share the concepts soon.

Mr. Hahn verified that the plan was for the stormwater facilities to function as amenities to the open spaces, and that the open spaces are not secondary to the stormwater function.

Mr. Yoder agreed, and said the applicant was also working on outdoor Wi-Fi work areas for laptops and plans to conceal transformers.

- Fire
  Ms. Ray referred the ART to the letter from Alan Perkins at the end of the report that references the recommended fire access zones, a site utility plan, and 22-foot drive aisles.

  Alan Perkins explained that fire setup zones are not necessarily required as the whole street provides fire access.

Ms. Ray stated that approval for two Development Plan Waivers is recommended to be forwarded to City Council:

1) Maximum Block Size – Zoning Code Section 153.060(C)(2)(b)

   To increase the maximum permitted block dimensions for Lot 6 (increasing maximum block length from 500 feet to ±584 feet on the west and 617 feet on the east, and maximum block perimeter from 1,750 feet to ±1,979 feet); and

   To increase the maximum permitted block dimensions for Lot 9 (increasing maximum block length from 500 feet to ±640 feet on the west and 687 feet on the east, and maximum block perimeter from 1,750 feet to ±1,894 feet).

2) Front Property Lines – Zoning Code Section 153.060(C)(3)(b)

   Allowing only one front property line (and three corner side property lines) instead of two front property lines (and two corner side property lines) for Lots 3 and 5 containing parking structures, where a minimum of two front property lines are required.

Mr. Langworthy asked if there were any questions or concerns regarding any of the Waivers. The ART confirmed that these were primarily “technical” Waivers. He confirmed the ART’s recommendation for approval of both Waivers.

Ms. Ray stated that approval for three Site Plan Waivers is recommended to be forwarded to City Council, and briefly summarized the analysis for each, as explained in the ART Report:

1) Front Property Line Coverage – Code Section 153.062(O)(5)(a)1/ 153.062(O)(6)(a)1
   Allowing Front Property Line Coverage to be 52.52% instead of 75% for Buildings B1 and B2 along Riverside Drive, and allowing Front Property Line Coverage to be 63.32% for Buildings C1 and C2 along Riverside Drive.

2) Horizontal Façade Divisions – Code Section 153.062(O)(5)(d)4
   Not requiring a horizontal façade division at the top of the ground story (allowing a horizontal façade division at the top of the second story instead) for Buildings B1, B2, and C3.

3) Ground Story Height – Code Section 153.062(O)(5)(b)/ 153.062(O)(12)(b):
   Allowing ground story height to exceed the maximum permitted height for Buildings B3 and B4 (Parking Structure Façades), C3 and C4 (Parking Structure Façades) from maximum 12 feet for parking structures and 16 feet for corridor building types up to maximum 22 feet.

Mr. Langworthy asked the ART if there were any questions or concerns regarding any of the three Waivers. [There were none.] He confirmed the ART's recommendation for approval of all three Site Plan Waivers with a condition for the second Waiver.

Ms. Ray said approval is recommended for the Basic Development Plan to be forwarded to City Council with the following six conditions:

1) That the applicant works with the City to establish a development agreement for this project;
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 provides the full 12-foot minimum clear sidewalk area within the designated shopping corridors as part of the Site Plan Review;
4) That the applicant describes 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;
5) That the applicant provides a phasing, demolition, and interim site conditions plan for the development as part of the Development Plan Review; and
6) That the applicant addresses any remaining Engineering comments as part of the Development Plan Review.

Mr. Langworthy confirmed that the ART had no further questions or concerns regarding this application for a Basic Development Plan with six conditions. He confirmed the ART's recommendation of approval for this Basic Development Plan to be forwarded to City Council.

Ms. Ray said approval is recommended for the Preliminary Plat to be forwarded to the Planning and Zoning Commission and City Council with the following four conditions:

1) That the plans are revised to include parking on the south side of Banker Drive for the section between Riverside Drive and Mooney Street;
2) 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;
3) That the applicant addresses any remaining Engineering comments prior to final review by City Council; and
4) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to final review by City Council.

Mr. Langworthy asked the ART if there were any questions or concerns regarding this application for a Preliminary Plat with four conditions. [There were none.] He confirmed the ART's recommendation of approval for this Preliminary Plat to be forwarded to City Council.

Ms. Ray stated approval is recommended for this Basic Site Plan with the following eight conditions:

1) That the applicant seek approval of conditional uses for the proposed parking garages prior to (or with) Site Plan Review approval;
2) That the parking garage entrance/exit drives are reduced to less than 24 feet wide, or seek approval of a Waiver at Site Plan Review;

3) That the applicant provide awnings and/or canopies and/or other elements wherever possible and architecturally appropriate at the determination of the required reviewing body at the top of the first story (as conceptually shown in most of the renderings) at the Site Plan Review;
4) That the plans are revised to include a crosswalk at the intersection of Bridge Park Avenue and Longshore Street;
5) That the building plans are modified to address the potential "Future Waivers" and other modifications noted in this report prior to the Site Plan Review, or Site Plan Waivers will be required;
6) That the applicant seek approval of a request to pay a fee-in-lieu of dedicating the full open space requirement;
7) That the proposed open spaces that fail to meet the minimum dimensional requirements are modified prior to the Site Plan Review, or Site Plan Waivers will be required; and
8) That the applicant addresses any remaining Engineering comments as part of the Site Plan Review.

Mr. Langworthy asked the ART if there were any questions or concerns regarding this application for a Basic Site Plan with eight conditions. [There were none.] He confirmed the ART's recommendation of approval for this application to be forwarded to City Council.

Ms. Ray stated approval is recommended for the following four Administrative Departures:

1) Front Property Line Coverage (minimum 75% required)
   a. Building C2 – 73.46% along Bridge Park Avenue
2) Upper Story Height
   a. Building B4 (Garage) – 12.5 feet (maximum 12 feet)
   b. C2 – 15 feet (max. 14 ft.)
   c. C4 (Garage) – 12.67 ft. (maximum 12 feet).
3) Upper Story Street Façade Transparency Requirement (minimum 30% required)
   a. Building B1 – 27.70% at 4th floor (Riverside Drive elevation);
   b. C3 – 29.19% at 5th floor (Bridge Park Avenue);
   c. C4 (Residential) – 29.31% at 2nd floor and 29.88% at 5th floor (Mooney Street).
4) Minimum Primary Façade Materials Requirement (minimum 80% required)
   a. Building B1 – 74.45% (Longshore Street elevation); 74.71% (open space); 73.85% (Banker Drive)
   b. B2 – 76.15% (open space)
   c. B3 – 73.06% (Longshore Street); 78.70% (Mooney Street)
   d. B4 (Residential) – 73.08% (Longshore Street; 78.73% (open space)
   e. C3 – 74.13% (Mooney Street)
   f. C4 (Residential) – 74.58% (Mooney Street)

Mr. Langworthy asked the ART if there were any questions or concerns regarding the four Administrative Departures. [There were none.] He confirmed the ART's approval for Administrative Departures.

Mr. Langworthy thanked the applicant stating the ART appreciates their patience and willingness to work with the City.

ADMINISTRATIVE

Mr. Langworthy asked if there were any additional administrative issues or other items for discussion. [Hearing none.] He asked that each of the ART members attend the City Council meeting at 6:30 pm on January 20, 2014. He recommended that the applicant talk about the character of the project and how pedestrians will interact with the street, and provide a sense of day-to-day activity and what the project is going to be like. He also said descriptions of the various units and who the tenants will be marketing to

should be included in the presentation to City Council.

Ms. Ray suggested that staff and the applicant meet next week to coordinate their presentations.

Mr. Langworthy adjourned the meeting at 3:25 pm.

As approved by the Administrative Review Team January 29, 2015.

City of Dublin

Land Use and Long Range Planning

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ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

DECEMBER 30, 2014

ART Members and Designees: Steve Langworthy, Planning Director; Gary Gunderman, Planning Manager; Fred Hahn, Director of Parks and Open Space; Alan Perkins, Fire Marshal; Jeff Tyler, Building Standards Director; Colleen Gilger, Economic Development Director; Barb Cox, Engineering Manager; Ray Harpham, Commercial Plans Examiner; Rodney Barnes, Police Sergeant; and Laura Ball, Landscape Architect.

Other Staff: Rachel Ray, Planner II; Joanne Shelly, Urban Designer/Landscape Architect; Devayani Puranik, Planner II; Andrew Crozier, Planning Assistant; Katie Ashbaugh, Planning Assistant; Logan Stang, Planning Assistant; Nicole Martin, Planning Assistant; and Laurie Wright, Staff Assistant.

Applicants: Nelson Yoder, Crawford Hoying Development Partners; Greg Briya, Moody Nolan; John Woods, MKSK; and Brian Quackenbush, EMH&T.

Others Present: Dan Phillabaum, dp planning & design, llc; consultant to the ART.

Steve Langworthy called the meeting to order. He asked if there were any amendments to the December 18, 2014, meeting minutes. The minutes were accepted into the record as presented.

PRE-APPLICATION REVIEW

1. **Pre-Application Review (Bridge Street District) – BSD Scioto River Neighborhood District – Bridge Park Mixed-Use Development**
   Riverside Drive and West Dublin-Granville Road

Rachel Ray said this is a request for non-binding review of a future application for a new mixed-use development on a 30.9-acre site at the northeast corner of the intersection of Riverside Drive and West Dublin-Granville Road. She said the proposal includes new public streets and nine blocks for development for the overall site, with eight mixed-use buildings containing 372 housing units and 260,000 square feet of commercial (office, retail, restaurant). She said this is a request for pre-application review prior to submission of an application for Basic Plan Review (Basic Development Plan Review and Basic Site Plan Review) and a Preliminary Plat in accordance with Zoning Code Section 153.066(C). She said the purpose of the pre-application review meeting is to provide the applicant with a non-binding and informal review of the development proposal, and information on the procedures and policies of the City including application review procedures that may be used.

Ms. Ray said Dan Phillabaum, dp planning & design, did a preliminary review of the building type plans, and was present to provide comments. She reiterated the anticipated project schedule, with the ART making their recommendation to City Council by the January 8th ART meeting, which would allow as much time as possible for Council to review the materials before their meeting. She requested that the ART members submit their comments by Monday, January 5, 2015.

Ms. Ray said General Staff reviewed this application December 23rd with a focus on general architecture comments. She said that following the General Staff meeting, she compiled the comments along with her preliminary Code analysis into a set of notes to discuss at this ART meeting.

Ms. Ray began reviewing the Pre-Application Review Note sheets provided. She pointed out that everything noted with a "DPR" or "SPR" on the tables MUST be addressed at the Development Plan and Site Plan Reviews as well as for the next ART meeting, but were noted at this point to make sure the applicant was aware of the additional information that would be expected. She said the following **clarifications** need to be made prior to review by City Council:

- Proposed uses and square footage need to match between the architectural plans and the data included on Illustrative Elevation cover sheets/civil drawing sets;
- Signs shown on the renderings should be removed or reconfigured to eliminate signs for actual businesses;
- Block size calculations for Lots 6 and 9 should include the greenway and justifications for the block adjustment Waiver should be added;
- Line work on the plans adjacent to the greenway in Lots 6 and 9 need to be cleaned up; and
- Locations of building entrances need to match between the plans and elevations.

Ms. Ray highlighted changes needed for the **Basic Development Plan/Preliminary Plat**:

- Crosswalks should be shown at Bridge Park Avenue and Longshore Street, since pedestrians are likely to cross at that location anyway;

Brian Quackenbush explained how the grading increases at varying degrees in this area, but agreed that the plans could be modified to include the crosswalks if desired by the City.

Barb Cox agreed the crosswalks were appropriate.

Ms. Ray continued:

- Verify that turning radii will be acceptable for truck access to trash compactors;
- Consider adding motorcycle parking in the odd areas/parking spaces across from vehicular access drives to parking structures;
- Add parking to the south side of Banker Drive between Riverside Drive and Mooney Street, but no on-street parking on Banker Drive in areas due to the steep grade is acceptable; and
- Future right-of-way will need to be dedicated for Banker Drive with the development of Lot 1 and/or Lot 7 along with an access easement in the short-term providing turf instead of tree grates.

Ms. Ray added that even though on-street parking may not be practical due to the grades, street trees should be provided on the north side for the section between Mooney Street and Dale Drive.

Ms. Ray continued:

- Show all crosswalks (particularly around the edges of the Development Plan site area) and details will be needed at the Development Plan Review for Lots as they are developed.

Steve Langworthy asked whether overhead pedestrian crossing signs were needed within the Bridge Park Avenue right-of-way, or if that was something that would be installed later. Ms. Cox suggested this be discussed with Jeanne Willis as this is not a requirement. She said these are typically only installed later if a problem is identified.

Ms. Ray highlighted changes needed for the **Basic Site Plan:**

- ***Uses***
  - The number of dwelling units should match between the required parking table and site data block;
  - Square footage needs to be noted as they vary within a building as well as across the different buildings as this affects the parking space requirement; and

- Uses such as Personal Services and Leasing Offices need to be identified with on the spreadsheet listing the proposed uses, as it affects the parking requirements.

Ms. Ray asked about the range of unit sizes across the project. She noted that although this was not a Code requirement, she was interested if all of the one-bedroom units, for example, were the same size among the different buildings. She thought there was interest in the community about the range of dwelling units, and a desire that the units with the same number of bedrooms should not be identical across the site.

Nelson Yoder, Crawford Hoying Development Partners, stated that there was a great variety in unit types and sizes, as well as price points. He said for example, a one bedroom unit facing Riverside Drive and the Scioto River is going to be more expensive and could be larger overall than a one bedroom unit elsewhere on the site, and the same goes for units with two and three bedrooms.

- *Architecture*
  - Corners of Buildings B2 and C2 need more attention;

Ms. Ray stated that a lot of discussion on these two buildings, and particularly the southwest corner of building C2, had already occurred, but she wanted to reiterate that with the Site Plan application for these buildings, the corner would need to be even more special and detailed since they function as a terminal vista from the pedestrian bridge. She noted that although there is a protruding tower element on the upper stories, she pointed out that at ground level, the space is recessed, which seems to detract from the prominence of the corner. She said she understood the desire to create patio space in that area, but she was concerned with what was happening at ground level.

Ray Harpham suggested that the two corners have a relationship to one another in terms of design. Mr. Yoder suggested a “twin towers look” but not identical towers.

Joanne Shelly suggested concentrating on the street level.

Ms. Ray continued:

- Pay particular attention to the articulation of the first floor(s)/below the expression lines of each building to show details and activity of storefront character, pedestrian entrances, signs, and placemaking;

Greg Briya, Moody Nolan, said the storefront details are usually determined when the tenant moves in. Mr. Yoder added that some will come over time. He said the desire is that the basic storefront will not be bland but will evolve over time.

Jeff Tyler recommended focusing on framing the storefront areas to achieve consistency, while allowing for each space to be individualized. Ms. Shelly said a “story” needs to be created for current and future tenants. Ms. Ray suggested the applicant be prepared to define a “basic package” of what a vacant tenant space would look like, and to what extent an individualized tenant space could be modified.

Ms. Ray continued:

- Add more pedestrian entrances on all of the buildings, especially the south elevation of building C2 facing Bridge Park Avenue, and the parking structures. She said this will provide an opportunity to eliminate some of the preliminarily identified Waivers and achieve greater pedestrian connectivity through the site;
- Consider applying color through the use of lighting for parking garages to maintain flexibility over time rather than coloring the actual materials;

Mr. Yoder agreed and said they would revise the renderings to show the colored lighting effects rather than colored mesh.

Ms. Ray continued:

- Provide more information about the “open” sky bridges and proposed materials;

Mr. Yoder explained the current elevations. He said there is an arch with a railing that is higher than normal as the railing reaches 48 inches to prevent a pedestrian from falling. Mr. Briya showed a detailed rendering of the proposed sky bridges.

Mr. Harpham was concerned about debris being dropped off the sky bridges, and did not believe 48 inches would be nearly high enough. Mr. Briya said the bridges are private and not open to the general public. Mr. Harpham said there is still a problem of casual debris such as a coffee cup being dropped and rolls off to land on the pedestrians below. Mr. Briya said there would be a four-inch kick plate at the floor.

Ms. Cox said this was an important issue because the sky bridges are proposed to span public rights-of-way. She said if they are going to be approved, they need to be designed to deter climbing, jumping, and items from being thrown or dropped.

Colleen Gilger inquired about building code or ODOT requirements for sky bridges.

Fred Hahn asked if requirements for sky bridges need to reach the ODOT level, as those are quite extensive and not usually very attractive.

Different examples of designs for alternative sky bridges were shown and discussed. Ms. Cox said a roof would prevent people from climbing over a high railing. Mr. Yoder said they were not considering a roof.

Sergeant Rod Barnes said from a security perspective, the City of Dublin has not had a history of problems with the roadway overpasses, so he predicted it would not be too big of an issue here.

Dan Phillabaum noted plexiglass was used in some examples.

Mr. Yoder stated they would be prepared to show several images to Council to help them understand what is being proposed. Mr. Tyler recommended the applicant show in the narrative their intent for preventing jumping, climbing, and throwing debris.

Ms. Ray continued:

- Provide highly detailed elevations for the facades framing the mid-block open spaces;
- Provide elevations with coded notes and window schedules to confirm transparency and material requirements;
- Provide impervious/semi-pervious material coverage;
- Confirm occupant load for roof terraces for the Fire Department;
- Demonstrate quality and installation of the EIFs cladding material as it is not permitted as a primary or secondary material;

Ms. Ray said a Waiver would need to be requested for EIFS to even be considered as a material, and would need to be justified in terms of providing proof of quality, durability, appearance and installation details.

Mr. Yoder said it is to some degree an issue of budget. He requested consideration of their attempt to spend more on materials at ground level and the lower stories and using materials like EIFS on the upper stories where they will only ever be visible from a distance.

Mr. Harpham said a narrative and specifications for how the materials are used and how they will age over time would be needed. He suggested pictures of local successful projects that show aging of 10 – 20 years.

Mr. Yoder confirmed no stucco would be used but rather the EIFS product only.

Ms. Ray continued:

- Provide information that will speak to the quality of the proposed vinyl windows; and
- Provide additional information about Arriscraft units – cut sheets and installation details that include depth of panels, salt tolerance, and dirt/stain resistance.

Mr. Yoder said Arriscraft is used like brick and is better than limestone for durability. Mr. Briya clarified it is a veneer product, a cultured stone and said he would provide manufacturer literature.

Ms. Ray continued:

- ***Buildings***
  - Seek Waiver at Basic Site Plan Review for **Lot 1** as a Commercial Center building type is not permitted;
  - **B1** - Provide elevations facing rooftop gardens; show a circulation area or unit on the northeast corner of Level 4
  - **B2** - Provide elevations facing rooftop gardens;
  - **B3** – See Waivers;
  - **B4** – Provide pedestrian entrances; residential parking speed ramp controls for upper levels; identify elevators;
  - **C1** - Provide elevations facing rooftop gardens; identify the building as a Mixed-Use building and not a Corridor Building; add missing sky bridge to elevation;
  - **C2** – Administrative Departure needed as uppermost story exceeds maximum permitted story height; provide pedestrian entrances on Bridge Park Avenue – show structure where doors could go even though tenants will change; revise key plan on all elevations;
  - **C3** - See Waivers;
  - **C4** – Provide dwelling unit doors from the circulation corridors;
  - **All** - Provide better pedestrian access to the garages;
  - **All** - Indicate sizes of elevators to show regular size vs the freight elevator size at 4,500 pounds – big enough to accommodate furniture being moved; and
  - **B3** and **C3** - Clean up the discrepancies on the Waivers.

- ***Open space***
  - Describe the look and feel from a 3-dimensional perspective, especially the screening of transformers and provide utility screen dimensions;
  - Demonstrate how live plants will receive sunlight;
  - Illustrate how quality open spaces will evolve over time in a plain/simple manner to allow for opportunities showing design flexibility for the future and include paving materials;
  - Provide plans for stormwater, including roof gardens, which all should be different building to building to encourage residents to visit the various rooftops for different vistas, lighting opportunities, fun and interest;
  - Consider Wi-Fi in pedestrian open spaces, not just in the streets;
  - Consider a fee-in-lieu mechanism built into the Development Agreement to allow the “greenway” to function as a park;
  - Seek Waivers for three of the proposed pocket plazas or modify the plans, as they do not meet open space requirements;
  - Clarify frontage percentage calculations;
  - Consider changing public seating areas on Bridge Park Avenue and Riverside Drive;
  - Consider interactive art pieces that can be touched or played on; and

- Look at the open spaces holistically providing framing and suitability.

Sergeant Barnes stated the Police would like to see designs that incorporate principles of CPTED ("Crime Prevention Through Environmental Design"), such as low plantings, good lighting, limited walls and screens, etc.

- *Parking*
  - Verify bike parking and plan to show how additional required bicycle parking will be incorporated into the streetscape; and
  - Parking spaces along Dale Drive should not be counted.

- *Right-of-way encroachments*
  - Area wells for garage exhaust; and
  - Sky bridges over Longshore Street.

Ms. Cox stated the right-of-way encroachments would need to be noted on the plat and/or addressed through a right-of-way encroachment agreement.

Ms. Gilger inquired about retail space size since they are all shown as full floors without demising walls. She asked if the office space could be divided. Mr. Yoder replied the office and retail spaces could be demised and there are no predefined minimum sizes.

Sergeant Barnes noted that staff had discussed the possibility of locating a police substation in this area, allowing for a better police presence. He stated his other concerns at this point are that there are places to lock up bikes, and the more lighting, the better.

Ms. Ray continued:
- *Utility Undergrounding*
  - Transformers and Fire Department connections will remain above ground; water meters will be applied to the sides of buildings; and electrical lines will be below ground.

Ms. Cox inquired about plans for oil separators for the restaurants.

Ms. Shelly confirmed recycling facilities were also planned.

Ms. Ray continued:
- *Possible BSP Waivers*
  - Prepare a rationale in support of the proposal for each of the 19 Waivers identified:
    - **Pocket Plaza 1**: Exceeds maximum area
    - **Pocket Park 2**: Too small for a Pocket Park; too big for a Pocket Plaza
    - **Pocket Park 3**: Too small for a Pocket Plaza
    - **Lots 3 and 5**: Blocks exceed 400 feet in length, requiring a mid-block pedestiranway in the middle third of the block (pedestrianways have been provided but are not located in the middle third of these blocks)
    - **Building Type**: Stucco and EIFS are both designated as cladding materials on portions of the buildings and are not permitted as primary or secondary cladding materials. EIFS is only permitted for trim.
    - **B1 Façade Requirements**: Missing two entrances on the North Elevation
    - **B1 Façade Requirements**: Exceeds 250 feet in length, requiring mid-building pedestrianway (Could be an Administrative Departure at 268 feet)
    - **B2 Façade Requirements**: Missing one entrance on the South Elevation
    - **B3 Ground Story Height**: West Elevation (22 feet) and East Elevation (14 feet) exceed maximum height of 16 feet.

- **B3 Façade Requirements**: Missing two entrances on East Elevation
- **B4 Building Siting**: East (Mooney) and south (Banker) elevations are forward of the 5-25-foot Required Building Zone for parking structures
- **B4 Façade Requirements**: Missing two entrances on the West Elevation, missing two entrances on the South Elevation, and missing five entrances on the East Elevation
- **C1 Height**: Ground story height exceeds 16-foot Corridor Building maximum
- **C1 Façade Requirements**: Missing one entrance on the North and South Elevations
- **C2 Façade Requirements**: Missing one entrance on the South and North Elevations
- **C3 Ground Story Height**: West Elevation height (21 feet) and East Elevation height (14 feet) exceed maximum height of 16 feet
- **C3 Façade Requirements**: Missing two entrances on the South Elevation, missing two entrances on the East Elevation, and missing one entrance on the North Elevation
- **C4 Building Siting**: West (Longshore Street) and north (Tuller Ridge) elevations are forward or partially forward of the 5-25-foot Required Building Zone for parking structures
- **C4 Façade Requirements**: Missing one entrance on the South Elevation, missing two entrances on the East Elevation, missing three entrances on the West Elevation, and missing one entrance on the North Elevation

Mr. Briya asked if the graphic material boards should be modified. Ms. Ray reiterated that she would like to receive all revised documents and materials from the applicant and all ART staff comments by 5:00 pm on Monday, January 5th so she can finalize the ART report for the January 8th ART meeting.

Mr. Langworthy asked the ART if there were any further questions or concerns regarding this application. [There were none.]

ADMINISTRATIVE

Mr. Langworthy asked if there were any additional administrative issues or other items for discussion. [Hearing none.] He said with respect to the ART report for the Bridge Park project, he suggested dividing the report, and particularly the proposed Waivers, by block and/or building type. He said given the fact that this project covers eight blocks, not that many Waivers have been requested. He suggested formatting the Waivers block-by-block and also requested that the ART Report be more unified and topic driven rather than delineated by department for the comments.

Mr. Langworthy adjourned the meeting at 3:55 pm.

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ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

DECEMBER 18, 2014

ART Members and Designees: Steve Langworthy, Planning Director; Fred Hahn, Director of Parks and Open Space; Alan Perkins, Fire Marshal; Jeff Tyler, Building Standards Director; Colleen Gilger, Economic Development Director; Barb Cox, Engineering Manager; Ray Harpham, Commercial Plans Examiner; and Laura Ball, Landscape Architect.

Other Staff: Rachel Ray, Planner II; Joanne Shelly, Urban Designer/Landscape Architect; Andrew Crozier, Planning Assistant; Katie Ashbaugh, Planning Assistant; Logan Stang, Planning Assistant; Nicole Martin, Planning Assistant; and Laurie Wright, Staff Assistant.

Applicants: Nelson Yoder, Matt Starr, and Russ Hunter, Crawford Hoying Development Partners; Greg Briya, Moody Nolan; and James Peltier, EMH&T.

Steve Langworthy called the meeting to order. He asked if there were any amendments to the December 4, 2014, meeting minutes. The minutes were accepted into the record as presented.

PRE-APPLICATION REVIEW

1. **Pre-Application Review (Bridge Street District) – BSD Scioto River Neighborhood District – Bridge Park Mixed-Use Development**
   Riverside Drive and West Dublin-Granville Road

Rachel Ray said this is a request for non-binding review of a future application for a new mixed-use development on a 30.9-acre site at the northeast corner of the intersection of Riverside Drive and West Dublin-Granville Road. She said the proposal includes new public streets and nine blocks for development for the overall site, with eight mixed-use buildings containing 372 housing units and 260,000 square feet of commercial (office, retail, restaurant). She said this is a request for pre-application review prior to submission of an application for Basic Plan Review (Basic Development Plan Review and Basic Site Plan Review) and a Preliminary Plat in accordance with Zoning Code Section 153.066(C). She said the purpose of the pre-application review meeting is to provide the applicant with a non-binding and informal review of the development proposal, and information on the procedures and policies of the City including application review procedures that may be used.

Ms. Ray said the Basic Development Plan includes the street network, block framework, and building arrangements. She said this encompasses the blocks east of Riverside Drive, north of the roundabout, in addition to the Tuller Ridge Drive extension, Mooney Street, Banker Drive, Longshore Street, and Bridge Park Avenue. She explained the Basic Site Plan is for the first four blocks adjacent to Riverside Drive and Bridge Park Avenue, which includes eight buildings. She said the complete project area covers nine blocks extending east to Dale Drive and north to John Shields Parkway. She indicated some Waivers are being considered and are currently under review. She reported the applicant had completed an analysis of all the buildings against the building type requirements of the Code, and had also provided information about utilities, open space and other plan aspects.

Ms. Ray said the applicant had reached the Basic Plan submittal stage in September when the applicant decided to rescind the previous plans to modify the parking structure arrangement. She explained as a result, entirely new Basic Plan Reviews are necessary.

Steve Langworthy confirmed that the Basic Development Plan and the Preliminary Plat are for the entire site, while the Basic Site Plan encompasses four blocks.

Ms. Ray explained January 7, 2015, is the effective date of the Ordinance for the amended zoning regulations. She advised the applicant that it was possible for the ART to make a determination by January 8, 2014, or January 15, 2014, and still be forwarded to City Council for a potential meeting in January.

Mr. Langworthy recommended making the determination by the January 8th ART meeting, which would allow as much time as possible for Council to review the materials before their meeting.

Claudia Husak said the Preliminary Plat cannot be forwarded to Council until it is reviewed by the Planning and Zoning Commission.

Mr. Langworthy agreed. He asked if everyone understood the change in the Ordinance with respect to the review processes in the Bridge Street District.

Matt Starr, Crawford Hoying Development Partners, verified the process.

Mr. Langworthy explained that PZC meetings in January will only occur if a quorum of four is met. He said it is possible City Council would appoint someone so Commission meetings could occur in January but they may not have a full Commission with all seven members until a later date.

Mr. Langworthy asked if the applicant could provide an overview of the project materials and walk the ART members through the plans.

Ms. Ray noted that a complete set of material sample boards are available for viewing in one of Planning's conference rooms.

Russ Hunter, Crawford Hoying Development Partners, began the presentation by showing before and after illustrations of the buildings to compare the evolution of the elevations.

Greg Briya, Moody Nolan, began with the B1 Building, describing the architectural detail changes. He said they broke down the scale with more vertical and horizontal elements of this corridor type building. He said the central area is brick and includes the introduction to the porch, lower entry, and balcony. He said this change seemed to make it appear more inviting. He said with the addition of signs, canopies, and trees, it appears to have more life than originally presented. He added that shading and shadowing effects were also applied to provide more depth to the illustrations. He said the architectural vocabulary is consistent with the other three sides of the building. He indicated the same brick color is being presented as before. He stated that the B1 building is the farthest south on the Riverside Drive elevation.

Jeff Tyler asked if the percentage of materials was accounted for in the plans. Mr. Briya said that the percentages were reported in the plans.

Joanne Shelly confirmed that the patio was at grade, and the terrace on an upper floor, and suggested they be marked appropriately on the plans.

Mr. Briya explained that the center section at the lowest level was pushed back approximately 10 feet while bringing the whole building forward. He said the residential area stayed the same but the patio is

now a little smaller in size. He said the transformer locations were adjusted; the façade was pushed back to tuck the equipment in the back corner and landscape was placed in front to screen it.

Mr. Hunter added that there is a patio at level 1, a terrace on level 2, as well as a terrace on level 3.

Nelson Yoder, Crawford Hoying Development Partners, noted the bridge locations. He said there is a pedestrian bridge that connects Building B1 to Building B4 and lands at Level 4 of B4, which leads through to a parking garage. Mr. Briya indicated the final location of the sky bridge is in question, although the two alternatives are within a few feet of one another.

Mr. Tyler noted there were Code implications with the final location of the bridge.

Ms. Ray asked the applicant how close they were to deciding the final location of the bridge. Mr. Briya answered they are considering options A or B and the decision will depend upon the impact it will have on the unit layout.

Ms. Ray inquired about Waivers. She asked if a preliminary analysis had been completed, and if Mr. Briya was aware of any that would be needed with Building B1.

Mr. Briya said he could not remember all of the requested Waivers for all of the buildings, but he thought one might be necessary for the maximum amount of blank space without a break.

Ms. Ray said based on her preliminary review of the Code, another potential Waiver would be a request to place the required horizontal façade division at the top of the second floor instead of the top of the first floor, as required by Code.

Mr. Hunter said there was retail and office above on the first two levels, with the upper three or four stories containing residential.

Mr. Yoder stated that distinguishing the first two floors gave the building a more balanced appearance, rather than calling out only the first floor on a six-story building.

Ray Harpham mentioned a noticeable difference in the buildings, from the previous version to the current versions. He commended the applicants for the improvements.

Mr. Briya described Building B2 as he presented illustrations of the Riverside Drive elevation. He said the materials were the same, all brick in both red or ivory sections as well as composite metal panels in gray to break down the horizontal and vertical elements. He explained the niches were set back further and the corner on the second floor terrace was carved out for open space. He said they were providing more recesses and projections with the latest designs. He indicated the roof garden was in the original design and is a residential amenity.

Mr. Yoder said residents of these buildings likely would have access to any of the amenity decks on any of the buildings. Mr. Hunter added the different amenity decks provide varied experiences and views.

Mr. Langworthy asked if there were square footages of each building marked on the plans and requested a table be inserted to record square footage. He suggested the patios as an amenity be pointed out as well. He noted the parking calculations.

Mr. Langworthy inquired about the pedestrian bridge connection that was just penciled in where it goes from level 4 in B2 to B3 and then another bridge connects from B3 to the parking garage in B4. He indicated that there is some concern that bridges keep people off the streets and suggested that these

bridges are emphasized as amenities for the residents and not to remove pedestrians and visitors from shopping, dining, or walking along the sidewalks throughout the area.

Mr. Hunter said they decided on open air pedestrian bridges rather than closed, climate controlled bridges. He said the residents using these bridges would be appropriately dressed as they were traversing back and forth to the parking garages anyway, and the intent was to design the bridges so that the residents could engage with the street activity better, since they will be open.

Mr. Yoder said this eliminates the need for two separate four floor elevator rides.

Ms. Shelly pointed out that she had read a recent article that describes the use of sky bridges of this type, and that they really have no impact at all on either adding to or eliminating street activity. She commented the façade was really nice, distinctive, and interesting. Unfortunately, she said the Revit models were not showing the details as well.

Ms. Ray inquired about the dots on the illustration of the elevations. Mr. Briya confirmed that they are dryer vents.

Mr. Hahn inquired about the sky bridge elevations, and asked if they were final designs or still more conceptual and works in progress. Mr. Briya explained that they were pretty final, and described the bridge's arch designs.

Mr. Briya described the changes made to the B3 Building since October. He said they stayed true to form but added canopies and awnings. He noted the length of the building had been extended. He said it is mainly a red brick with gray composite metal panels at the top. He indicated this was their "warehouse" building. He said the balconies on this corridor building type have metal mesh guardrails. He pointed out that the balconies for each of the buildings have different railing types.

Mr. Briya said there is a roof amenity deck on level 6. Ms. Shelly asked if it is not seen from the front façade. Mr. Briya showed the roof level looking out to the park and open space.

Ms. Ray asked if the windows could be opened. Mr. Briya answered the windows would be operable - opera style.

Mr. Langworthy noted that the elevation change is dramatic. Mr. Briya agreed. He explained the grade was flattened out to create three levels moving from Longshore Street to Mooney Street and would require three different entry points.

Mr. Tyler recommended the applicant provide all examples they are considering for screening mechanicals so there are no surprises at building permitting.

Mr. Briya said the units on the C2 building will be visible but their goal is to group them together over non-residential areas.

Ms. Shelly inquired about the elevator core of B3.

Mr. Briya reported that Building B4 took on a completely new life. He said it is a combination corridor building and parking structure and the footprint has been increased. He said two sides will be open to a parking garage and the other two sides will have residential units wrapping the outside. He showed the illustration of level 1, which shows residential units on one side, the lobby on the corner, utilities, maintenance, electric, bike storage, and bike racks line another side and the garage then is open on the last two sides. He said the illustration of level 2 shows residential units on the two sides and the open parking garage on the remaining two sides. He said the proposed material that makes this building so

unique is the random patterning of the green metal mesh panels. He explained the mesh panels are pulled out and slope to produce shadowing. He said there is also brick, perforated metal guardrails and composite gray flat metal panels used on this building. Mr. Briya said B4 connects to B1.

Mr. Hahn asked how the mesh panels are colored green.

Mr. Briya answered there is a stainless option with a baked-on finish.

Ms. Ray asked if the screen color could it be changed over time. Mr. Yoder said they are considering a brushed stainless for a more timeless look.

Mr. Hunter said with a brushed stainless, more could be done with lighting to produce colors for effect that could be altered more easily than actually changing the color of the panels.

Mr. Hahn asked if the baked-on aluminum color came with a long-term warranty.

Mr. Yoder asked Mr. Briya if it would be a fast process to change the rendering to a silver look option. Mr. Briya said it could be accomplished quickly.

Mr. Tyler asked if a large scale wall section of the screen attached to the building was available. Mr. Briya said they have produced a three sided view layout that tells the whole story. He said it expressed the B4 residential wrapper with the garage and planters placed at street level.

Ms. Ray noted B4 is proposed to be reviewed as two building types: a parking structure and a corridor building. She asked if the parking structure was set up to allow for 'pay to park' in the future. Mr. Hunter said that would be possibility in the future, although they certainly were not planning to charge for parking in the short term.

Mr. Yoder pointed out the 42 public bike racks located next to the bike storage area that will hold 96 bikes. He said there are also benches inserted into the hill.

Ms. Ray asked if the sky bridges were high enough to allow fire equipment to pass under. Alan Perkins confirmed there was enough space for the fire department's equipment.

Mr. Briya pointed out the glass stair tower on the corner of B4 on the Longshore Street elevation with curtainwall glazing combined with composite metal panels. He said the main lobby space and trash hub are in the lowest level of this tower. He said the overhead garage door was panelized under a metal canopy.

Ms. Ray asked if the calcium silicate masonry units were proposed to be considered a primary material. Mr. Briya said yes, and that product is the primary material at the base with brick at the top.

Mr. Briya said Building C1 took on a significant transformation. He said it is on the northwest corner along Riverside Drive. He said the floor plate is similar to B1 in its shape. He described the building having brick, composite metal panels, stucco, calcium silicate masonry units, metal guardrails in a horizontal picketing style for the balconies, and metal canopies along with some awnings. He said the first level is all retail and the rest of the floors are residential. He said a terrace was created as an amenity to look over into the park.

Mr. Yoder said the brick was extended all the way to the ground to break up the vertical plane.

Mr. Briya said the detail for the balconies and the added awnings brought so much more character to the style of the building.

Mr. Yoder remarked that the recessed center space made the building more dramatic and the patio/terrace can be covered.

Mr. Yoder said the private drives were eliminated, which changed the character of the open spaces. He said there are many areas that provide views of the park and the river. He said the ground floor was an amenity open to everyone.

Mr. Langworthy asked about the position of the mid-block pedestrianways. Ms. Ray said the locations need to be reviewed and confirmed that they fall within the middle-third of the blocks. Mr. Briya noted the patio roof gardens distributed throughout the site as well.

Mr. Briya said the height of the building decreased by three feet. He said it is the same floor to floor height as B. Mr. Yoder confirmed the ceiling heights were all nine feet with the exception of the top floor with 10-foot ceilings.

Mr. Briya called attention to the material boards that show window sills and headers along with the brick work. Ms. Ray inquired about the masonry against windows and if the windows are recessed. Mr. Briya said the masonry was not flush with the windows.

Mr. Briya said the curtainwall was broken down on the C2 Building. He described rectangular shapes that were used for floors two, three, and four. He said they accented the tower with glazing along the sides.

Mr. Hunter explained more verticality was presented and the terrace was pushed back for the all the upper floors and the one on the fifth floor was extended out to the north end of the building and a second terrace was added at the south end. He said this will show so much better in real life as it is not showing well in the illustration.

Mr. Briya said the brick colors stayed the same as before and a metal panel screen wall is provided on the roof to hide mechanicals.

Mr. Yoder said just condensing units would be on the rooftop and the rest of the mechanicals will be hidden within the tenant spaces. He said this entire building is for office use on all stories except the ground floor.

Ms. Shelly indicated she liked how the brick wrapped the corner of the façade but as a signature building on the corner of Bridge Park Avenue and Riverside Drive, the corner looks like all the other buildings.

Mr. Langworthy agreed with Ms. Shelly and said he was hoping for more dramatic detail or an architectural element at that corner as that will also be where people will be coming off the pedestrian bridge and approaching Bridge Park Avenue. He said he did like the verticality of the style but it calls for more attention at that corner.

Mr. Tyler asked if the tower could pop out more from the façade.

Ms. Ray inquired about symmetry with the building on the south side of Bridge Park Avenue or using lighting to emphasize the tower. Mr. Hunter said lighting was planned for both internal and external effects.

Mr. Tyler emphasized that this is the building people will focus on when coming across the bridge. He noted that this was Crawford Hoying's building and asked if they felt it was special enough. Mr. Yoder replied they thought it was very special and attractive, but they can always push for a better building. He said they will study the tower section.

Ms. Shelly said she understands the wrapping of the brick and thought that aspect was very nice but thought the design could be just a bit better. Mr. Hunter suggested one more level of detail could be added.

Mr. Yoder inquired about adding punctuation to the top. Mr. Briya said the details were not represented well in the rendering.

Mr. Harpham said it was important that this group thoroughly review the plans going sheet by sheet.

Mr. Briya presented the Bridge Park Avenue elevation for Building C3. He said the grading changed an additional seven feet accounting for step plates at the street level. He said they broke down the façade vertically once again with this building. He described the brick as going all the way to the top and different colored brick would be used to signify the various sections. He said these balconies have perforated metal screens. He showed where retail was on the first level, office spaces on the second level, and floors three through five were residential.

Mr. Hunter noted the significant differences between the before and after illustrations. He said with parking out from underneath the building it was a lot easier to combine the commercial with the residential. He said varying the color of brick further broke down the length of the building.

Ms. Shelly recommended not using real company names in the illustrations of the conceptual signs and sign locations.

Both Ms. Shelly and Mr. Harpham agreed this was a significantly better building.

Mr. Briya pointed out the roof amenity deck placed on the northwest corner will overlook the park and river.

Mr. Briya said Building C4 was similar to B4 because the garage is also exposed to Longshore Street and includes residential units wrapped on two sides on the upper levels but looks completely different. He presented an illustration that showed two shades of ivory brick used primarily on the building. He said metal mesh panels were used as well but only random panels had an accent of color. He indicated these perforated panels hide the crash wall and could be painted in a variety of colors. A view into the two sky bridges was also represented; one bridge connects C4 with C1 across Longshore Street and the other connects C4 with C3 across the mid-block pedestrianway. He said it is hard to represent the openness.

Ms. Ray inquired about the pedestrian experience on Longshore Street.

Mr. Yoder said it adds great variety and responds to single-family condominiums. He said it had a nice rhythm with Mooney Street and the street level planters bring more life. He indicated the main lobby is public/private similar to B4.

Mr. Hunter said the rhythm is mimicked in the panels, ties the building together, and is playful in nature.

Ms. Ray said she really liked this building, with the color and uneven screen treatment. She said it is ok for 2014, but she wondered if it would feel timeless or dated in a few years. She asked if the panels could be changed or modified in the future to evolve the architectural character.

Mr. Briya said they are still working through the colors for the decorative panels and how they adhere to the building. He said it is illustrated in both a red/blue pattern of accent color and a color variety for accents but maybe a brushed aluminum versus a high gloss may be the direction to take. Ms. Ray said the overall skeleton is timeless and she likes the accents.

Mr. Yoder indicated treatments organically change over time. He thought that as people come and go, the look will be changed.

Ms. Ray said to that point, how much freedom would each tenant have to modify their individual tenant spaces. Mr. Yoder answered that extensive leeway could be given. He said the developer will have their own criteria but anticipates coming back to the City often to gain approvals for different tenants.

Mr. Langworthy asked if all the bridges would be built to look the same. Mr. Hunter replied that was their intention. Mr. Hunter added that bridges are important logistically but should not take over the streetscape by standing out too much. Mr. Langworthy said he prefers that the bridges not differ from each other.

Mr. Yoder stated that letters might be added to the bridges to help enhance the experience and provide wayfinding and identification, but would be very subtle.

Ms. Shelly referred back to the “warehouse” building where the side elevation shows a bridge. She cautioned the applicant about the use of overhead street lighting. She added festoon lighting over Bridge Park Avenue is not necessary but could be used where the bridges span the green spaces. She again cautioned this can be overdone and where the applicant chooses to place lighting should be significant and create special places.

Ms. Shelly remarked the open space plans were beautiful. She said as a city dweller for 20 years, too much vegetation within small urban open spaces can lead to a lot of maintenance. She recommended the use of planters on multiple levels in varied containers. For an example, she said a tenant such as a florist might use topiary in the planters positioned in their area to individualize and draw attention to their space.

Steve Langworthy asked the ART if there were any further questions or concerns regarding this application. He thanked the applicant for taking the time to walk through the plans and provide an overview for the ART members to consider as they review the plans.

Ms. Ray stated she would follow up with the applicant in terms of schedule over the next few weeks.

ADMINISTRATIVE

Steve Langworthy asked if there were any additional administrative issues or other items for discussion. [There were none.] The meeting was adjourned at 3:45 pm.

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

OCTOBER 21, 2014

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

1. Informal Review - BSC Scioto River Neighborhood District - Bridge Park East – Mixed-Use Development

Presentation:	An update on recent developments for a proposal for a mixed-use development with residential units, retail, restaurant and office uses, as well as structured parking, 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. The applicant is also requesting informal, non-binding feedback on proposed architectural concepts for eight buildings in Phase 1 of the proposed development.
Applicant:	Nelson Yoder, Principal, Crawford Hoying Development Partners.
Planning Contacts:	Claudia D. Husak, AICP, Planner II and Joanne Shelly, RLA, AICP, LEED BD+C, Urban Designer.
Contact Information:	(614) 410-4600, chusak@dublin.oh.us or jshelly@dublin.oh.us

RESULT: The Commission informally reviewed and provided non-binding comments and feedback on the proposed Bridge Park East mixed-use development following the applicant's request for an opportunity to inform the Planning and Zoning Commission of revisions and modifications to a previously approved Basic Development Plan/Preliminary Plat application for nine new blocks on approximately 30 acres, including new public rights-of-way for a mixed-use development east of Riverside Drive (relocated), south of John Shields Parkway, west of Tuller Ridge Drive, and north of West Dublin-Granville Road.

Commissioners stated that the architectural concepts for the eight proposed buildings (including two parking structures partially wrapped by residential units) lacked variety and architectural diversity. The Commissioners commented on the importance of high quality building materials, the need for architectural details, and ensuring that massing is appropriate to a pedestrian-scale environment. The Commission did not support the use of elevated walkways between the parking structure and some of the residential uses within buildings because of their tendency to remove pedestrians from the street.

The Commission requested information about the impact of on-street parking on the regional transportation network. Some Commissioners stated that understanding the Bridge Street District transportation network and traffic impacts will be an essential component of their case determinations, and stated that they would find it difficult to make decisions without all of the information available to them.

With respect to the design of the proposed Bridge Park Avenue, Commission members indicated that they would not support any project unless the adjacent right-of-way includes all streetscape elements including on-street parking, carriage walks, tree planters, cycle tracks, wide sidewalks and ample private patio space (outside of the right-of-way, within the Required Building Zone) regardless of the impacts to the right-of-way width or the Code-required building placement.

STAFF CERTIFICATION

Claudia D. Husak, AICP
Planner II

City of Dublin

Land Use and Long Range Planning

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PLANNING AND ZONING COMMISSION

MEETING MINUTES

OCTOBER 21, 2014

AGENDA

1. BSC Scioto River Neighborhood District – Mixed-Use Development – Bridge Park East (Discussion Only) Informal Review

The Chair, Chris Amorose Groomes, called the meeting to order at 6:30 p.m. and led the Pledge of Allegiance. Other Commission members present were, Richard Taylor, Amy Kramb, John Hardt, Victoria Newell, Todd Zimmerman, and City Council Representative Amy Salay. City representatives present were Jennifer Readler, Steve Langworthy, Claudia Husak, Rachel Ray, Joanne Shelly, Gary Gunderman, Andrew Crozier, Sue Burness, Alan Perkins, Barb Cox, and Flora Rogers.

Administrative Business

Motion and Vote

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

Motion and Vote

Ms. Amorose Groomes amended the September 4, 2014 meeting minutes on page 5, last paragraph attributed to her inserting the word “previously” to the third sentence “the previously approved” and page 6 first paragraph change the word “consistency” to “consistent” and the fifth sentence change the word “of” to “the”.

Ms. Newell moved, Mr. Hardt seconded, to approve the September 4, 2014 meeting minutes as amended. The vote was as follows: Mr. Taylor, abstain; Ms. Kramb, abstain; Mr. Zimmerman, yes; Ms. Salay, yes; Ms. Amorose Groomes, yes; Mr. Hardt, yes; and Ms. Newell, yes. (Approved 5 – 0 – 2.)

Motion and Vote

Mr. Taylor amended the September 11, 2014 meeting minutes on page 6, third paragraph change “the inspector is not asked to judge the color”. Mr. Hardt amended page 4, last paragraph should say “Mr. Hardt was asked”.

Mr. Taylor moved, Mr. Zimmerman seconded, to approve the September 11, 2014 meeting minutes as amended. The vote was as follows: Mr. Hardt, yes; Ms. Amorose Groomes, yes; Ms. Kramb, yes; Ms. Salay, yes; Ms. Newell, yes; Mr. Zimmerman, yes; Mr. Taylor, yes. (Approved 7 – 0)

Ms. Amorose Groomes said next is the proposed 2015 – 2016 meeting dates and asked if there were any corrections or changes.

Ms. Salay suggested that it is important for everyone to have a break or time away and asked staff to take a look at eliminating a meeting or two from the calendar.

Ms. Amorose Groomes asked if it would be problematic for staff to limit those months to one meeting.

Ms. Husak said there used to only be one meeting in December, but at some point, the agendas got to be too full. She said the second meeting date was added, but if they can push applicants to one of the two December dates, the other date could be cancelled. She suggested allowing for greater flexibility with two scheduled meetings, and shooting for cancelling one, but it is up to the Commission.

Ms. Amorose Groomes said they can eliminate the dates and if something comes forward they can put it back on.

Ms. Amorose Groomes asked if they could move the March 12th meeting to the 26th and the May 21st meeting to May 14th.

Ms. Husak said March 26th is the Board of Zoning Appeals meeting.

Ms. Amorose Groomes said to see if those changes can be made and bring the new dates to the next meeting.

Ms. Amorose Groomes briefly explained the rules and procedures of the Planning and Zoning Commission.

1. BSC Scioto River Neighborhood District – Mixed-Use Development – Bridge Park East

The Chair, Ms. Amorose Groomes, introduced this application for informal review and feedback on a future application for the Bridge Park East Mixed Use development.

Ms. Husak said Crawford Hoying and their team are here tonight to give an informal update on some of the changes necessitated in their development and mentioned that Staff had originally planned to have a case before the Commission for a vote, but that is not the case any longer because of the changes. She said the applicant would like some informal feedback on their preliminary architecture which will be part of the Basic Site Plan application that is currently being reviewed by Planning. She said staff provided some discussion questions in the memo.

Nelson Yoder, Crawford Hoying, 555 Metro Place, said they are happy to be back to share some developments that they have and go over the proposed elevations and receive feedback with the design team from Moody Nolan and Brian Quackenbush from EMH&T.

Mr. Yoder went over the previous renderings, landscape plan, and the Basic Site Plan. He said the first eight buildings are the first out of the ground for the project and farthest along for design complete with samples of materials and renderings.

Mr. Yoder said the first change is the vehicular areas and open space weaved throughout the project. He said they are trying to capture open space with its own feel and flavor to be on a main street and find a way between buildings. He said they adjusted parking with eliminating underground parking with streets over parking structures because these streets could not be dedicated to the City since they were over parking structures. He said there would be maintenance issues with these streets as well, as the City was uncomfortable with taking on streets that were over parking structures. He said they were limited in alternative stormwater treatments at grade. He said they started off with about 1700 parking spaces and

by the time the engineers were finished they were down to 1200-1300 spaces due to structural complications, mechanical rooms, transformer vaults and other things happening below grade. He said because of all these things the cost per parking space increased to about 50%. He said the new proposal puts the spaces in the right places and they are up to 1800 spaces in the proposed plan. He said they have pulled the parking structures and consolidated them into two 800 to 900 parking space garages above grade, which allows natural light and ventilation.

Mr. Yoder said the two parking garages are each five story structures, which is permitted in the Code, with a speed ramp to level 4, with levels 1, 2, and 3 easily accessed from Tuller Ridge and Longshore Drive and they can be used for retail, restaurant, and office users. He said the speed ramps go to levels, 4, 5, and 6 for the residents of the buildings connected with pedestrian bridges to the residential structures which will provide a better living experience to be able to make a direct connection over to the building and avoid the use of an elevator which is good when carrying groceries, etc.

Mr. Yoder said Buildings C4 and B4 have parking and residential floors that align and have parking on the same level to connect to individual units, which gives the residential units a nice benefit of being able to park on the same level as they live and provide a better living experience.

Mr. Yoder said the at-grade streets will allow typical stormwater management measures and have freedom in the landscaping, the ability to dedicate all streets to the City and reduce the amount of waivers that will be required. He said the simpler construction will allow the project to remain on schedule.

Mr. Yoder said they have been able to straighten out the grid and tweak the dimensions of some of the buildings with added depth to the C1 and C2 buildings, reducing the size of some of the B1 and B2 buildings and eliminating the need for some waivers for the longest block by making it smaller.

Mr. Yoder introduced Russ Hunter, Designer with Crawford Hoying who has worked with him for 8 years and has been on board overseeing the design of this project for the last year.

Russ Hunter, Crawford Hoying, 555 Metro Place, said he has grouped the buildings and will focus on the buildings that have not changed much and go into more depth with the parking garage buildings.

Mr. Hunter said they have a lot they are trying to figure out with the site and the many things that go into a project like this, and the Commission's feedback will be important regarding architecture for massing, scale and materials. He said they want to focus on buildings and elevations.

Mr. Hunter went through each building:

- B1 is the southernmost building that faces Riverside Drive and the building is commercial on the first two levels with four stories of residential above. He said this building sits on a large stone veneer with brick above for the next three levels, introducing a secondary element that acts as a top for the entire building using matching metal panels to come down adding verticality to the building. He said this is one of the largest buildings that gives lots of flexibility to do multiple sizes for retail/restaurant and office. He said there is a resident occupied terrace and the upper floor penthouses have 10 foot ceilings.

- B2 is north from B1, on the corner of Riverside Drive and Bridge Park Avenue being a continuation of the architectural language that was in B1. He said it is a more playful use in the massing and materials letting them break the ground and top planes. He said the tower element is at the intersection being a gateway into the project because the pedestrian bridge enters this side of the river which will focus directly on this building to the north of Bridge Park Avenue as the "beacon" that draws everyone across the river. He said this building also has a smaller

terrace level for residents only, with the building shaped like an "L". He said there is also a roof top terrace on level five that overlooks the river, with retail on the ground floor and office on the second floor. He said the floors have been stretched because of the opportunities for "For Sale" residential products on this side of the river to complement what is happening on the west side of the river.

- B3 has turned the corner and is coming up Bridge Park Avenue having retail/restaurant on the ground floor with residential on the upper four floors. He said this building was seen as a modern contemporary interpretation of a warehouse design, which opens up the units with a lot of natural lighting. He said they introduced some areas that have broken the plane to have balconies directly off Bridge Park Avenue so that the residents can stand outside and be a part of what is happening at street level, adding visual interest to the building.

Ms. Salay asked about the sizes of the balconies.

Mr. Hunter said these balconies are 6 feet deep and about 8 feet wide.

Mr. Hunter said building B3 is starting to look at metal and masonry detailing introducing metal panels/bands and brick courses bringing the industrial warehouse feel into a more contemporary look.

- C1 is at the northernmost end of the site and was originally intended as a grocery with a larger footprint on the ground floor giving flexibility to get a larger format user. He said there is a tower on the north end because this is a gateway, as it grows to the north this is a corner that is prominent and deserves a celebration of architecture. He said this building is retail/restaurant on the ground floor with four stories of residential above. He said it has the same architectural base, middle and top features, letting the top come down at the corners and breaking massing up with the balconies.

- C2, directly to the south, is the other building on the intersection of Bridge Park Avenue and Riverside Drive. He said it has the tower element as you come off the pedestrian bridge focused on the tower and is a 100 percent commercial building with restaurant/retail on the ground floor with four levels of office above. He said this building is considered the heart of the project as a beacon coming across the pedestrian bridge. He said they have introduced several areas on top of the building for upper level places for office tenants to step out on the upper levels and get the vista from across the river.

- C3 is along Bridge Park Avenue with retail/restaurant on the ground floor with office above with three stories of residential above that directly across the street from the warehouse building. He said he likes this building because the streetscape starts to narrow along Bridge Park Avenue so it feels like there is a two-sided street meant to be more urban. He said they are breaking the massing up by introducing different elements and materials to have different pieces and things happening so it does not have the same contemporary feel in the massing that the other buildings have.

Mr. Hunter said Buildings B4 and C4 are parking garages with 5 stories above ground parking with residential liners on both sides. He said there is a residential character but also is still going to be a parking garage. He said while the project is contemporary, it is not *over the top* contemporary. He showed examples of parking garages that they thought were interesting that would match the feel for what they were proposing for this site. He said it matches the scale of the residential character.

- B4 has some playful use of punched openings versus larger openings trying to bridge the gap between an open air parking garage with natural light without vast expanses of openness that can be seen as just a concrete structure. He said they are letting the residential uses wrap the

corners making the stair towers become beacons with lots of glass and light. He said they are looking at the residential portion of the building that will have to match.

- C4 is keeping the architectural style of the original plan applied to new buildings. He said it maintains verticality still using the smaller masonry units that are more appropriate with the rest of the residential scale of the project. He said the metal screens play with the elevations giving a different experience, when standing in front giving a transparent feel, while inside the garage it will be very open, and as seen from the street there is a different vision of the parking garage. He said they are using the corner elements of towers to give legible entry and exit for patrons on the residential wrapping the back the building taking on the character of the rest of the buildings.

Ms. Salay asked about the street sections and said she is confused because the preliminary plat was approved with the garages underground and when the applicant went to Council a few weeks later they changed Bridge Park Avenue with buildings closer together and a different street section. She said the renderings seen today are different again.

Ms. Husak said the street section for Bridge Park Avenue is exactly the same that was approved at City Council, what has changed is that the streets that are intersecting with Bridge Park Avenue were previously included in a preliminary plat approved by City Council as reserves for private drives. She said the issue is the City does not want to have public streets over parking garages and with that no longer being an issue with no more below-grade parking structures, those streets, Mooney and Longshore, are now going to be platted as public streets with a revised preliminary plat and a revised basic development plan application coming forward to Planning and Zoning Commission and then the plat would have to be approved at City Council.

Ms. Newell asked about the street layout with on-street parking along Riverside Drive and said she could not fathom how that will function. She asked about any traffic studies to support on-street parking because there is a lot of traffic that cycles down Riverside Drive and this seems like a safety hazard without seeing any proposals that have parking on Riverside Drive.

Joanne Shelly said Riverside Drive has always shown parking on the east side and it has now been added to the west side because they wanted to have a pedestrian scale and friendly environment. She explained that on-street parking is a passive traffic calming device. She said parking along the street gives barriers to create the pedestrian spaces that are adjacent to the buildings to the east and to the park on the west. She said this is a barrier to the high traffic and volume street, creating some spaces for pedestrians for safety and traffic calming.

Ms. Newell asked what was going to happen with all of the other traffic that is going to go through there, knowing that they cannot change the layout of the City and having a tremendous amount of traffic that goes through that section across Bridge Street.

Barb Cox said Riverside Drive will continue to have two lanes of traffic in both directions so the capacity of the roadway is still there as it is today. She said there have been concerns expressed with parking along Riverside Drive and it is one of the items in the toolbox to help with traffic and making the area feel and act different than it does today, with the planned roundabout that will slow traffic down at SR161 and Riverside Drive. She said there will be a traffic light at Riverside Drive and Bridge Park Avenue and at John Shields Parkway and the modified traffic light at Emerald Parkway. She said there will be a series of traffic signals that will be interconnected to monitor the corridor and move traffic. She said there is not a desire to build a parking lot within the park, so the on-street parking spaces are actually going to serve the park. She said the lane on the park side along Riverside Drive will be constructed lower than the northbound lanes resulting in a stair case effect across Riverside Drive towards the river.

Ms. Amorose Groomes asked the expected speed limit for Riverside Drive.

Ms. Cox said the City has to leave the speed limit as it is currently until the improvements are done and in place and they can only change the speed limit via traffic studies and a speed study because it is a State Route and the conditions have to be right for the study because it is a reactive process.

Ms. Salay said it is 40 mph now.

Ms. Kramb said it is 40 mph until you get to Bright Road, then it changes to 50 mph.

Ms. Cox said they may not be able to get it much less than 40 mph, but she would have to double check the detail.

Ms. Salay said SR23 through Worthington is 25 mph and SR161 is 25 mph through downtown Dublin.

Ms. Cox said both have to do with the zoning of Central Business Districts. She noted that the Riverside improvements are the City's part of this project and is not something the Crawford Hoying folks are doing, and the design details are part of the City project.

Ms. Shelly said it is important to understand with the Riverside Drive question, is that they are creating a network and the plan for this development will increase the number of roads and intersections with other principles of building this type of community while creating multiple opportunities for people to go different directions. She said there is currently one road to go north and south on Riverside Drive and there is not the opportunity to go other directions with adding Tuller, John Shields and other "escape routes" so all of the traffic concentrated on one road will be distributed over a network of roads as part of the Thoroughfare Plan is the network grid that allows cars to go in other directions and not be concentrated in a single location.

Ms. Salay said she understands that with the Dublin residents and for people that have trips within the area, but there are those that are going through from Arlington or downtown north toward Powell or Delaware with commuter traffic.

Ms. Newell asked for a formal presentation of what and how the City is planning for traffic and said several Planning Commissioners have asked for this several times over the course of this project. She said she was surprised to see on-street parking on the plan and while would love to see the whole network, as a resident she is alarmed with comments like "I'm not sure how it will trickle down from one area to another".

Ms. Newell said the question is, with putting the parking spots along Riverside Drive, people will have to pay attention to parked cars and people coming out between parked cars, and there is the problem within Historic Dublin and while they do drive agreeably slower, when they start driving consistently slower through that area, what does it do to those traffic outlets in all the locations, because she sees it snowballing. She said no one has given a presentation to the Commission, and when she asked that question, the response was that they have not developed the traffic studies that thoroughly.

Ms. Cox said the studying the City has done will not answer the question about on-street parking in the manner that she thinks they want it answered. She said they have done extensive studies on how the traffic and grid system and all of the improvements and phasing and the development and the grid system do work to accommodate this type of volume of traffic that will come from this level of development, and that is the beauty of the grid. She said the traffic will not all show up on day one, and in the future, when they have the John Shields Parkway bridge that goes over the river, at some point they will have multiple choices and routes to get into this particular development, and they won't have to depend on just Riverside Drive and SR 161 anymore. She said they will still have two full northbound and southbound lanes as well as the southbound bypass lane, which will still be available. She stated that

even with adding parallel parking on the sides, there is still a lot of capacity on Riverside Drive to move traffic through.

Ms. Amorose Groomes said to save the traffic studies for when they have information and said to set this aside because they are talking theoretically and they know there is a lot of work to do to generate that information and it would be nice to have the information when they have to make these decisions but they do not. She said staff needs to do the necessary studies that remain outstanding and try to put these pieces together.

Mr. Taylor said he feels like throughout this whole project they have been asked to make decisions based on limited information. He said Mr. Yoder alluded to new little greenways behind the buildings off Bridge Park Avenue as being something that staff was pushing and asked why they are there and what they are intended to do and how they work.

Ms. Shelly said part of the Code requires that there are mid-block pedestrianways and they have asked for breaks between the buildings so there are opportunities for pedestrian connections through the blocks. She said in the original plan for this development, the path through the spaces between the buildings were narrow and not comfortable, serving multiple purposes that were not all focused on pedestrians. She said they were able to create the opportunity for spaces that still have yet to be detailed and once they get through the development plan and basic site plan then they would work on the details. She said at this time they are only identifying that there are spaces available for pedestrianways.

Mr. Taylor said he has two problems with those pedestrianways because when they put that requirement into the Code the intent was to break up long blocks and they have one of the pedestrianways in the first quarter of the block so it is only 80 feet back from Bridge Park Avenue and it is on both sides, so he sees these things drawing pedestrian traffic off of the main retail corridor onto the side areas, contributing to a lack of vitality on the streets. He said if the Code requires mid-block pedestrianways in those blocks between C4 and B4, they should be in the middle. He said he is not in favor for where they are because they are going to hurt Bridge Park Avenue.

Mr. Taylor said that the front property/right-of-way line on Riverside Drive is closer to the curb in the second plan than the first, if it is true, he asked by how much is it closer and why.

Ms. Shelly said it is correct because the original development was going to require a waiver for the building not being within the RBZ.

Mr. Taylor said these questions are not really for staff, they are more addressed to Mr. Yoder. He said when Mr. Yoder was here before they had quite a lively discussion about the streetscape and the details of that and he and Mr. Yoder had a direct discussion about Riverside Drive and he thought he was very clear at that meeting, that was kind of a third rail for him, and he anticipated it was going to have a ton of activity on it. He said if they are going to make a mistake on sidewalk size and if they were going to make a mistake on where the building was relative to the street, it was to be too big, not too small. He said now they have this thing squeezed down to nothing or relatively nothing on what he thinks is the most important part of this whole development in terms of streetscape because this is the part where all the activity will be across from the park. He said he does not think making it a technicality that there was or they can move the RBZs and can give waivers to do whatever it takes to get that. He said he is alarmed that for whatever reason they are pinching the public realm and this Commission is here to protect that public realm.

Mr. Yoder said that the building has not moved since the last review. He said the area that got smaller was on lot 2, which is the building they needed to have a waiver for because they pushed the building all the way back to the point where between the edge of the curb and the face of the building they would have 40 or 50 feet.

Mr. Taylor said he and staff disagree then because staff just said the building is closer in that location of block C.

Mr. Yoder said block C has not been moved.

Mr. Taylor asked how far the building front from the curb on block C is.

Mr. Yoder said as they work their way from north to south there is going to be a variety of experiences along Riverside Drive which is strong with large, deep patios.

Mr. Taylor said that is private space, he is asking about groups of people walking down the sidewalk strolling and enjoying all that stuff that is likely to happen in that location across from the park.

Mr. Yoder said the amount of space between the curb and the face of the building has a 10-foot sidewalk, 8-foot planter, and a 3-foot carriage walk and is approximately 30 feet and all of it is public. He said any patio spaces would be indoor/outdoor 365 days a year, some with roll up doors internal to the buildings.

Mr. Hunter said this is the shopping corridor that runs through this section to Bridge Park Avenue.

Mr. Taylor said when people use urban districts they stroll along the front of buildings and they have an opportunity to allow plenty of space for that to happen and if they are going to make the sidewalks the wrong size they should make the distance between the street and the building too big and not too small. He said this is a concern of his.

Mr. Taylor stated that he noticed in the original version, there was parallel parking on both sides of the first block of Bridge Park Avenue, and it is now gone.

Mr. Hunter said Engineering had requested that change.

Mr. Langworthy said there is a turn lane for access to Riverside Drive, from Bridge Park Avenue.

Mr. Taylor asked what the sidewalk areas used for in the first block or the uses anticipated in B2 and C2.

Mr. Hunter said these are both restaurants.

Mr. Taylor said they have been looking at the Bridge Street District since October of 2008 and having a wall of cars to separate the moving traffic lanes and a restaurant is something that makes people feel comfortable, and at this busy corner there are two restaurants without that wall of steel. He said he does not understand why they would give up those parking spaces and still have them pushed up to the front and is there not another way to solve it.

Mr. Taylor asked the status of the pedestrian crossing that was a big issue at the beginning when they talked about how to get between the park and this side of the street with the bridge and round-about; other than traffic lights, he asked if there is any other method that is being thought about to make it convenient and safe.

Mr. Langworthy said the light cycle will have an all red cycle for pedestrian crossing, so all three ways will be stopped at the intersection for pedestrian movement.

Mr. Taylor said that is the kind of information that they need to see to make decisions on building elevations.

Ms. Husak said this is not intended to be a meeting where they are making decisions, this is a meeting to get feedback from the Commission and Staff has received the feedback that there is to be a presentation to address all the outstanding traffic questions.

Mr. Taylor said that it is important during the informal to be direct because that is how the message gets delivered. He said he does not like any of this stuff or anything about it. He said all the buildings look cheap and from what he sees contemporary buildings in this case is an excuse to make them less expensive and they are almost the same building with the backs looking like the backs of apartment buildings or the fronts look like the back of apartment buildings. He said he does not like the scale of the first floor on most of them and the use of spandrel glass makes him think this was designed in 1962, being that they do not do spandrel glass anymore on buildings like this. He said the building with the tower does not fit with anything, and he does not like how it is articulated.

Mr. Taylor said the Commission has talked about parking garages for five years and if they are going to have them they are not going to look like parking garages, and even being that it looks like a nice parking garage that is not remotely good enough. He said he was disturbed by the comment that as they got closer to Riverside Drive it "gets a little more urban" and in his opinion, the *whole development* is to be urban and there should not be "degrees of urban-ness," and pacifying drivers is the last thing they want to do. He said he is confused by the idea that it is easier to drive up to the top floor of the parking garage and carry groceries across the parking garage and get into a sky bridge connecting to the units. He said he cannot imagine anything that is more the opposite of urbanism than sky bridges, and if that is something that appears in this development, it will never get his approval.

Mr. Taylor said he is interested in knowing where signs will be going. He stated that with the City spending millions of dollars moving Riverside Drive to clear the riverfront in front of these buildings, these buildings have not earned that place yet and are not good enough for the best setting for buildings in this city, and maybe in the region, and they have got to be a lot better than these are.

Mr. Yoder asked why the buildings look cheap.

Mr. Taylor asked that he wait until he hears the other Commissioners' comments and see if there are things in common and they can address them later.

Ms. Newell said massing of the buildings were well handled, but when looking at the buildings together, all of the buildings except the warehouse building appear color blocked. She said it is the one building that is different than the others, but when looking at them together there is a pattern of color blocking from each building, that they all have a sameness of development. She said they all envisioned for the Bridge Street District that there would be a uniqueness of buildings developed at different times. She said the buildings should be completely different in character and style. She said with the first buildings to be developed having so much repetition and sameness they are not getting the architectural variety that they are looking for. She said the two anchor buildings with tower features could have been developed better than it is so the interest is heightened more.

Greg Briya, Moody Nolan, said the elevations do not give the detail yet, the intent of the Arriscraft material at the water table and the lower portions of the buildings is to break them up with some reveals with different unit sizes. He said Arriscraft is a quality product and has been used on a number of newer products within Dublin. He said the Arriscraft is a man-made product but does have the characteristics of a natural stone with veining and different coloration. He said the intent is to play with sizes as well as textures. He said a lot of the openings and smaller details are not represented and will be further down the road.

Ms. Newell said the Arriscraft product is a quality material with a variety within the product in specialty shapes, monolithic units and they look like stone not split face or block, but she is concerned with how they are using it and the details of the application on the buildings. She said all the elevations have the exact same pattern of store fronts with a glass box with doors with no variety. She asked if that was the intention.

Mr. Hunter said the intention is that whatever the tenant wants to do they are able to do it, and it is their space and it will compliment what is being created while having their identity and there may be tenants that will have a finished streetscape and have their own stamp on it.

Ms. Newell asked if the building terraces are going to be landscaped or flat paved surfaces.

Mr. Hunter said they are going to do a combination of pavers and synthetic grass or introduce some green roof elements and planters with trees.

Ms. Newell asked that they show that on their presentations of the buildings because it is important in adding to the architecture of the building. She said she would like to see more distinct character between the buildings.

Ms. Newell said they noted that vinyl windows are being proposed in the residential units and those are not permitted in the Code.

Mr. Hunter said they would seek a waiver for the windows.

Mr. Hardt said that the buildings look too much like each other and the expectation is that these buildings look like they were built at different times by different developers and designed by different architects. He said Ms. Newell was on track with the specifics with the use of colors on the buildings, the vertical elements with the balconies squeezed in between them is on almost all of the buildings, and any one of the buildings are competent, but altogether they are not what the Commission is after. He said he agrees with Mr. Taylor that the investment that the City is making to create this site in this location in the city demands something remarkable and he does not think these buildings are remarkable in the way they are presented. He said the Arriscraft is a quality material but he is concerned about it because where it meets up with the sidewalk, the salt will damage it.

Mr. Hardt referred to the upper stories of the buildings and said there is an indication on the elevations they are proposing to use stucco that matches the metal panels and that speaks to the comment about cheapness. He said if metal panels are the appropriate architecture and aesthetic, then that is what they should be using, and not mimic them with less expensive materials. He agrees with the comments regarding the vinyl windows. He said he understands the comments on the tenants having the freedom to detail the storefront as they want, but with the buildings having 20-foot storefronts with 2-foot masonry piers in between them and that is duplicated on each building, there is a certain sameness and lack of character at the street level that seems to be missing.

Mr. Hardt said he agrees with Mr. Taylor's comments on pedestrian sky bridges connecting the apartments with the parking garage, and that type of construction is the antithesis of walkable urbanism.

Mr. Hardt said when the preliminary plat came through he wanted to see the streetscape developed and delivered in the way that the City and public and studies anticipated it, with 12-foot clear sidewalks and the cycle track and carriage way and all the things that MKSK recommended. He said he did not see that in the preliminary development plan but did ask to see it going forward. He said the proposal that was presented to City Council went in the other direction and he stated that he expects that the sidewalk in the public realm and the streetscape and public space be built as envisioned with all the components even if the right-of-way has to get bigger and he will not support this project in any form until that is

demonstrated. He said they have invested too much time and money in this plan and the City needs to dictate what the streetscape looks like so there is consistency in the functionality and form throughout the development.

Ms. Kramb said her biggest concern is with the Bridge Park street section that only has a 5-foot sidewalk and there is no way she can support a 5-foot sidewalk. She said with respect to architecture, she would not support that large of a parking garage and the way they look is too gigantic and asked how they are classified.

Ms. Husak said they are classified as corridor buildings.

Mr. Yoder said the garages can be 5 stories plus parking on the roof, according to Code.

Ms. Husak said they are not considered stand-alone parking garages.

Ms. Kramb said she cannot support rooftop parking and does not want to see cars parked on the top of these buildings when she is walking down the street. She said they cannot look like parking garages. She said the smaller buildings are going in the right direction and the warehouse building is the best of the buildings. She said the residential portions of the buildings are the portion she does not like because it is very repetitive.

Ms. Kramb said when they come back she will want to know how many residential units are in each of the buildings and what is expected in uses on the ground floors and the parking per buildings and how many are for residential and commercial/offices. She said she would like to know if buses are accommodated on the streets. She would like to know where signs will fit on the buildings. She wants to know how much will be residential for sale units and the price points and the number of rental units. She said she is not in favor of a sky bridge connecting the buildings and the mid-block pedestrian ways need to be closer to the mid-block to break up the two gigantic buildings.

Mr. Zimmerman asked if the windows will function on the buildings.

Mr. Hunter said they are required by Code to function.

Mr. Zimmerman said there are different vinyl window qualities. He said with respect to the overall development, there should be something that draws someone across the river from the Historic District and possibly it could be the lighting from the different uses or something seen on the windows that will draw them to come over. He said the garages have a different feel to them, and they are going in the right direction. He said the warehouse building is going to be the biggest draw. He said he agrees with Mr. Taylor with regard to the sidewalk and public spaces to make these spaces bigger now to accommodate the pedestrians and the dining experience along the streets.

Ms. Salay said the parking garages make her very nervous and it is difficult to get a great looking parking garage. She said these are going to be important roadways, and these parking garages have got to be the best looking and most heavily disguised parking garages and no one should know that it is a parking garage from the outside because this is the premier location and the best seat in the house for Bridge Street. She said this project sets the tone as the first ones in, and the bar needs to be set high.

Ms. Salay referred to the architecture and said seeing the materials in person does make her a little more comfortable, but she does not understand metal panels and how they are going to have the quality that is expected, knowing that metal panels do not age well. She said she prefers brick and stone. She said there is a lot of repetition in the buildings and architecture. She agrees with the point to incorporate transit, because it will be needed. She said to have more space on the sidewalks and higher quality materials and windows.

Ms. Salay apologized to staff and said traffic has been reported to City Council, and they have developed over the years a great respect for the City's traffic engineers and their studies and recommendations. She said that whatever they have said was going to happen has always happened, and she has a high level of trust in the beauty of the grid. She said they do not want traffic flying through Riverside Drive especially with this shopping corridor. She said it would be a great idea to have an evening with the Engineering staff and present the vision for traffic in the Bridge Street District. She said Council had a presentation from the consultant regarding streetscapes and combined with something from the traffic engineers they can have a session focused on streets and traffic. She said she is not as opposed to sky bridges in the back of the buildings because they are not front and center.

Ms. Amorose Groomes said she agrees with the comments from the Commissioners and she does not believe this is meeting the intent or the vision of the Bridge Street Code. She said the buildings look like they ran out of the good stuff about 5 stories in the air and they had to get other things to finish the top story. She said she is not in favor of this kind of architecture. She said when they name streets such as these, they are regal names that deserve regal buildings. She said when she travel around the country, the new buildings all look like these buildings, and she fears that they will get something like Metro Center with four glass buildings and they are buildings that are very reminiscent of the early 1980s and these are going to be thought of as "very 2010s," and she does not want that repetition in this district. She said the street names should have buildings similar to their names, such as Long Wharf Road should have a building like a wharf or Park Avenue should have a grandiose estate like a beautiful building that is classic and timeless.

Ms. Amorose Groomes said she does not see any stone on any of the buildings and if this is the core of the City it should look like the genesis of our City and there should be some buildings that are representative of who they have been and where they are going. She said that kind of representation is not in this proposal. She said they need timeless buildings. She said her vision is that this district does not look like a development but like a city with buildings that will mesh together and there is nothing authentically urban about this, but is very suburban density.

Ms. Amorose Groomes said when they return she is interested in seeing the number of units per building, the square footages, number of "for sale" and "for rent", and the full development of where the structural soils in the planting areas will be. She said there is a critical mass required of underground access to canopy with a minimum structure underneath. She said she is hesitant on sky bridges and she will hold her judgment on that until she sees more information. She said the City needs to have and take ownership of the public realm and decide what the public realm needs to be and they need to figure out what the streets need to look like and let applicants know. She said in her opinion, they have failed holistically on this point.

Ms. Amorose Groomes asked if there was anyone from the general public would like to make any comments. [There were none.]

Mr. Yoder thanked the Commission for their comments and feedback. He said it is their goal to deliver a high quality, timeless project. He said the issue with parking moving from below ground to above ground is not a question of saving money, it will bring the cost of the parking within reason and a matter of survival and whether the project moves forward. He said the connections of the parking to the other parts of the site and this is a critical part of making the spaces marketable and the bridge connections can capture convenience for residents.

Mr. Taylor said the reason he is against sky bridges is because it takes people off the street and the whole purpose of this district is they are trying to create dense walkable urbanism and when they take all the residents of the building and tell them they don't have to walk on the street anymore it takes away a lot.

Mr. Yoder said if someone is renting a 6th floor unit overlooking the park, and you ask them to fight with retail/restaurant traffic on the lower levels of the garage it makes it difficult to the residents to get their groceries down 4 flights down the elevator of the parking garage, then cross the street and travel up 4 flights to their unit and there will be activity on the street without inconveniencing the user experience of the residents as they live here on a day to day basis.

Mr. Yoder said the materials presented were chosen because they were informed that the Arriscraft material is durable to salt, as stone will be eroded by the salt. He said they had the idea of stone and brick and was trying to present something that is as durable as possible. Mr. Yoder said the comments regarding buildings looking the same is partially due to the limitations of the materials palette with brick, glass and stone being their only choices, and the idea that stucco and metal panels not being encouraged will create more sameness between the different buildings.

Ms. Amorose Groomes said to come back with creative and great ideas with the use of natural materials that are not presented.

Mr. Yoder said another meeting on the streets makes sense and the give and take on the streetscape has happened to inform the results of a consultant working within a vacuum with reality and a tenant perspective. He said they have seen the same streetscape proposed in Grandview, downtown in the Arena District, and now rolled out for Dublin signature streets. He said the idea of several miles and hundreds or thousands of trees that would have to be in planters with lots of factors with ongoing maintenance issues as well as the logistics of having a shopping corridor flow with restaurants with outdoor seating along with the planters outside of the retail space is not great. He said in some places a tree grate or a raised planter works, but without a great relationship with what is going on inside the building and out on the street a raised planter can be appropriate but when there are miles across Dublin here is big issues to think about for the city. He said putting obstacles in front of the shop fronts doesn't make a lot of sense. He said they have been trying to help inform that process with the real issues and are helping to find a good solution.

Ms. Salay said the vision report that was approved in 2010 should be used as a reference for examples of buildings that they are looking for which might get them more in line with the vision for the district.

Ms. Amorose Groomes thanked the applicants for their time.

Communications
Ms. Amorose Groomes asked if there were any communications. [There were none.]

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

Ms. Salay said they are looking for a City Manager, the first look at candidates is on October 28th and possibly continue through October 29th beginning at 4:30 pm and she may be late to the meeting.

Ms. Kramb said she will be unable to attend the November 13th meeting.

Ms. Amorose Groomes said she assumes there will not be a review for the Riviera application at the November 13th meeting.

Ms. Husak said they are expected to file an application for that meeting.

Mr. Hardt will not be in attendance either on November 13.

Ms. Salay said they cannot hold up development for everyone to be present knowing that there will be other opportunities for input. She said they cannot always be at every meeting and that is understood.

The meeting was adjourned at 9:09 p.m.

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

Mr. McDaniel noted that Resolution 80-14 was approved under the consent agenda. It related to access to Liberoptics. 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

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 travels 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

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

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

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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

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PLANNING AND ZONING COMMISSION

MEETING MINUTES

AUGUST 7, 2014

AGENDA

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

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

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

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

Administrative Business

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. Amorose Groomes suggested this be decided later.

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

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

Ms. Menerey said it was the applicant.

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

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

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

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

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

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

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

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

Ms. Menerey referred back to the entry feature issue.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Cline agreed.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. Amorose Groomes invited public comment.

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

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

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

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

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

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

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

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

Motion and Vote

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Motion and Vote

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

City of Dublin
Land Use and Long Range Planning
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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
14-070BPR/PP **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

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

Steve Langworthy, Director of Planning

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 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 **7697 Avery Road**
14-067ARTW **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
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 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 note 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

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PLANNING AND ZONING COMMISSION

MEETING MINUTES

JULY 10, 2014

AGENDA

1. Zoning Code Amendment-Bridge Street District
14-039ADMC — **Scioto River Neighborhood District**
(Approved 5 – 0) — **Zoning Code Amendment**

2. Zoning Map Amendment/Area Rezoning-Bridge Street District
14-040Z — **Scioto River Neighborhood District**
(Approved 5 – 0) — **Zoning Map Amendment**

3. Zoning Code Amendment-Bridge Street District
13-095ADMC — **Zoning Code Amendment**
(WORKSESSION)

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.

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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 **7697 Avery Road**
14-067ARTW **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
Riverside Drive & West Dublin-Granville Road
14-070BPR/PP **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 1includes 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.

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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 **8421 Glencree Place**
14-060ARTW **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
4545 W. Dublin-Granville Road
14-061MPR **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.

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PLANNING AND ZONING COMMISSION

MEETING MINUTES

NOVEMBER 14, 2013

AGENDA

Informal Case
1. Bridge Park Mixed-Use Development **Riverside Drive and State Route 161**
13-111INF **Informal Review**

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

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

[Please note: due to technically difficulties there is no recording available for this meeting. These minutes were created using staff notes.]

Chair Chris Amorose Groomes called the meeting to order at 6:32 p.m. and led the Pledge of Allegiance. Other Commission members present were Richard Taylor, Amy Kramb, John Hardt, Warren Fishman, and Victoria Newell (arrived 8 pm). City representatives were Dan Phillabaum, Terry Foegler, Steve Langworthy, Claudia Husak, Gary Gunderman, Justin Goodwin, Rachel Ray, Marie Downie, Jennifer Readler, Jeff Tyler, Alan Perkins, Barb Cox, Dana McDaniel, Laurie Wright, and Libby Farley.

Administrative Business

Motion and Vote

Richard Taylor moved, John Hardt seconded to accept the documents into the record as presented. The vote was as follows: Ms. Amorose Groomes, yes; Mr. Fishman, yes; Ms. Kramb, yes; Mr. Hardt, yes; and Mr. Taylor, yes. (Approved 5 – 0)

Ms. Amorose Groomes briefly explained the rules and procedures of the Planning and Zoning Commission.

1. Bridge Park Mixed-Use Development **Riverside Drive and State Route 161**
13-111INF **Informal Review**

Dan Phillabaum presented this case and began by providing some background information that preceded this Informal application. He said that one of City Council's Goals for 2013 is to embrace the vision of true mixed-use, walkable neighborhoods in the Bridge Street District by

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 Kramb 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. Kramb 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. Kramb 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 Vrable 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 Groomes 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. Groomes 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. Groomes 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. Groomes 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. Groomes 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.