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visiting and having discussions with the City residents. They want people to be able to vote informed, and understand the benefits that Issue 5 will bring not only to the School system but to the greater community. He appreciates the comments made at City Council's October 8 meeting. He has received positive feedback from many people who watched the meeting. He congratulated Vice Mayor Amorose Grooms on her son's Dublin Jerome Men's Golf team state championship!

Scott Melody, Dublin Board of Education President, on behalf of the Board of Education expressed appreciation to City Council for their comments in support of the Schools at the last Council meeting and for the Resolution of Support tonight. The Board appreciates their leadership in the City and their support of Schools. They look forward to continued partnership between the two entities.

Vote on the Resolution: Mayor Peterson, yes; Vice Mayor Amorose Grooms, yes; Mr. Reiner, yes; Ms. De Rosa, yes; Mr. Keenan, yes; Ms. Alutto, yes; Ms. Fox, yes.

## OTHER

- **Basic Plan – Bridge Park Block F – (Case#18-060BPR)**
- **Basic Plan – Bridge Park Block G – (Case#18-061BPR)**

Ms. Husak stated that she would present the information on adjacent Bridge Park Block F and Block G together. Council's actions related to the respective Blocks will be handled separately. City Council members are asked to review and make determinations on the Basic Plan applications in accordance with the Bridge Street District (BSD) zoning regulations. Under these provisions, all projects involving development agreements require Basic Plan Review by City Council, who will then direct the review of the final Development Plan and Site Plan applications to City Council, the Planning and Zoning Commission, or the Administrative Review Team.

- The two blocks are north and south of Bridge Park Avenue, east of Mooney, and Dale Drive is adjacent on the east side. Five blocks have either been constructed or are under construction.
- The actions requested of Council are:
  - Six waivers for F Block and 4 waivers for G Block
  - Approval of the Basic Plans for each Block. Both have seven conditions recommended. Both were recommended for approval by the Administrative Review Team (ART) and both have had informal review by the Planning and Zoning Commission (PZC).
  - Determination of the required reviewing body for any future applications for these two blocks.

## **Basic Plan – Bridge Park Block F – (Case#18-060BPR)**

### Block F Application

The application is for a ±2.31-acre development containing three new buildings with office space, restaurant space, a hotel, parking garage and open space located on the south side of Bridge Park Avenue, between Dale Drive to the east and Mooney Street to west and north of Banker Drive.

- The northernmost building would be a hotel with an access drive for drop off, similar to what exists at the AC Hotel, which would be a private drive within this block.
- A parking garage would be located in the center of the block, with a residential liner that is also intended to be hotel use on the east and north side.
- An office building would be located on the southern portion of the block, similar to that on Block A, and would likely be addressed later in the Final Site Plan.
- The applicant has provided some massing diagrams, but this is the Basic Plan Review stage, and detail is not required at this step.
- Some architectural character images have been provided. They have been working with a different architectural team for Blocks F and G. They are providing complementary but different characteristics for these two blocks.
- Open space – The applicant has provided what is typically seen at this stage. More detail will be shown with the Final Site Plan. Some detail of the landscaping of the spaces is shown. PZC has encouraged the applicant to consider provision of more green in the open spaces.



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The waivers and conditions that Council is asked to approve include:

Approve the 6 Waivers:

- 1) Building Types – Incompatible Building Types (Building F2)
- 2) Building Types – Front Property Line Coverage (Building F1)
- 3) Building Types – Front Property Line Coverage (Building F3)
- 4) Building Types – Maximum Ground Story Height (hotel) (Building F1)
- 5) Building Types – Entry Location for Parking within Building (Building F2)
- 6) Site Development Standards – Parking Structure Design: Entrance and Exit Lanes (Building F2)

Approve the Basic Plan with 7 Conditions:

- 1) That Building F3 be located within the required building zone and comply with the front property line coverage requirement to the maximum extent possible, for verification with the Site Plan Review;
- 2) That Building F2/F3 be relocated within the required building zone of 5 feet to 25 feet for Parking Structures, for verification with the Site Plan Review;
- 3) That the proposed patio space and seating areas located between the existing tree grates in the Bridge Park Avenue right-of-way and the façade of Building F1 be revised to provide the minimum 12 feet of clear sidewalk width;
- 4) That the applicant provide a Parking Plan with the Site Plan Review to the satisfaction of the Planning Division;
- 5) That the applicant continues working with staff to ensure the private access drive located between Building's F1 & F2/F3 can accommodate appropriate pedestrian circulation to the satisfaction of the Engineering & Planning Divisions;
- 6) That the applicant provide all final details regarding open space and site development standards with the Site Plan Review;
- 7) That the applicant continues to refine architectural details and Building Type requirements, as part of the Site Plan Review.

ART has reviewed and recommends Council approval.

Determine the required reviewing body determination for future Development Plan Review and Site Plan Review applications (CC, PZC, or ART).

Council Discussion:

Vice Mayor Amorose Groomes stated that she has a number of concerns:

- In regard to the height of hotel - is the height waiver requested in order to have six stories?

Ms. Husak stated that the building is actually permitted to be that height. The additional height is requested for the ground story. The Code permits a maximum of 16 feet. Their plan is up to 20 feet in a certain area that has a restaurant space.

Mr. Reiner inquired if the extra height is requested in the lobby area.

Russ Hunter, Crawford Hoying Development, 6640 Riverside Drive, stated that the 20-foot ground story height is actually very similar to what exists in the B and C Blocks. In those blocks, there is about an eight foot difference from the east to the west side of the building, in terms of topography. They don't want the building to be too tall, but want to make sure that the first floor is usable throughout its entirety.

Mr. Reiner stated that Council had a previous extensive discussion on that matter with the AC Hotel, and Council granted a waiver to create a dramatic effect and more interesting hotel, and it worked – it is a good-looking lobby.

Vice Mayor Amorose Groomes continued:

- She has some concerns about the F4 office building, primarily because most of the greenspace is clustered around the edges of a building that is not yet designed. The greenspace is being calculated for a building that when completed may need a significant change in the greenspace.
- She received no images or design details for this building. It really isn't possible to lay out a portion of a block that doesn't have a building on it – how can we do a basic plan review for a block that doesn't have all of its building? What happens



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in that space will profoundly impact the balance of the block in terms of adjacent, compatible uses, etc.

- It was also indicated that the Parking Garage would not need any additional exits because it was unlikely all would exit at a single point in time. With all of the events that are anticipated to be scheduled in Bridge Park over time, those garages are going to empty at the same time with relative frequency. There may be hazards related to having only one exit from a parking structure of that type. She does not view that waiver favorably. There is an entire block that can be designed to permit another exit from this building. If it is designed creatively, there would be the opportunity to provide an exit for it.
- What is the name of the street that is adjacent to the hotel opposite Bridge Park Avenue, to the south?

Ms. Husak responded that an unnamed private drive is proposed there.

Vice Mayor Amorose Groomes inquired if a private drive is being provided here.

Ms. Husak responded that is the proposal, which is the same condition as at the AC Hotel. The portion of Mooney near the A1 Office Building is private, as well.

- Vice Mayor Amorose Groomes stated that we are artificially pinching that site down over there. It is difficult to lay out anything for the F4 building. Is it possible to approve a partial block versus approving a whole block at one time?

Ms. Husak responded that Council could opt to conduct Basic Site Plan approvals for each of the buildings for which we have details.

Vice Mayor Amorose Groomes stated it would likely need some private roadway access between F2 and F4 buildings, or some type of connector. She assumes the parking garage is designed to facilitate parking for this potential office building.

Ms. Husak asked Mr. Hunter to provide details about the proposed parking. In terms of a connector, she does not believe that the Engineering division would be in favor of breaking that block up more for vehicular use.

Mr. Hunter stated that for these two blocks in particular, we have more information about parking ratios and parking provided, based on the existing B and C Blocks. We are seeing evidence of being over parked in those two blocks and by a fairly significant amount. He and Mr. Starr have been on site, and have taken 25 different samples at different times, including during the Farmers Market, and at times when the restaurants were full, to gain a good understanding of how the parking is being utilized. Block C is 100% occupied -- the offices are now built out with the exception of about 6,000 square feet in Building C3; the residential units are largely occupied; and all the restaurants are completed. With a fully occupied Block, the greatest number of occupied parking spaces they counted at one time was 373. That left 506 unoccupied spaces, which was a wakeup call. A significant investment was made to build these garages to support the development. They have approached Blocks F and G with the intent of taking advantage of the existing parking, knowing that as the plan proceeds to Final Site Plan, a careful analysis will be necessary to make certain, from both the City's and the developer's standpoint, that there is sufficient parking. They do not want to build office or retail space that isn't supported with parking, as the spaces would not be leased. In the past, at the Basic Plan stage, the plan was more developed than was necessary because there weren't as many of these bigger questions. In this case, with the Basic Plan they wanted to focus on the layouts, building uses and sizes, specifically of the garages. If they were to build garages to support these large office buildings or the hotel to zoning standards, they would end up with a much larger garage on both the F Block and the G Block and much less investment in the Office space or the Hotel space. They do not believe that would benefit anyone. That is what is driving many of the decisions on these blocks.

Ms. De Rosa inquired what has changed from the original estimates to make the costs off by 50% or more.

Mr. Hunter responded that parking is an art and a science, and it is difficult, especially today. It is hard to understand the "Uber factor." Additionally, this site is well-connected with bikepaths and sidewalks. Zoning Codes were written for very specific uses. With Office space, typically the formula is four cars per 1,000 square feet, which equates to 250 square feet per person. The formulas worked for more suburban locations where there was not significant sharing of parking occurring. The Bridge Street District Code already took shared parking into consideration and lowered some of the numbers. When



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the B and C blocks were developed, they believed the amount of parking made sense; Office, for example was not four cars per 1,000, but three cars per 1,000. Similarly, parking for the other uses was a little lower than would have been included with a development ten years ago. However, we were unable to fully grasp what the situation would be when it was fully built. Now it is built, and now there is a block that is nearly 100% complete. Day after day, they are seeing entire floors of parking spaces that are largely unused. It makes no sense to continue to build parking garages, as the anticipation is that the use will decrease as we continue to see ride sharing and smart cars. A transition is occurring in transportation that will result in less parking spaces, not more.

Mr. Keenan stated that he and his wife visit the area frequently, and they park at the garage across from Cap City even when their destination is the AC Hotel. They want to enjoy the walk and the environment. He believes others are following the same strategy, selecting parking that isn't necessarily across from their destination.

Mr. Hunter responded that F Block could be a similar example. B Block isn't as occupied as C Block, so it will take more time to understand how many extra parking spaces will be there. However, B Block will likely have the same level of parking space usage as C Block. It is positioned well to support F Block, and C Block is set up well to support G Block.

Ms. Fox stated that at the Planning and Zoning Commission (PZC) meeting:

- Concern was expressed about the drive. There will be more Uber rides and autonomous vehicles, and there was a sense that this component was underdeveloped. The area does not provide adequate stacking for cars dropping off at the hotel. If the Dublin connector vehicle becomes a reality and runs are made through this area, there are spaces to stack six cars only. PZC expressed concern as to whether there is sufficient transit mobility provided through this narrow area.

Mr. Hunter stated that there are six stackable spaces in front of the hotel entry. The road that runs through the District is the typical two-way width, but without the parallel parking spaces on either side.

Ms. Fox stated that six cars stacked in this location would block traffic; cars will be waiting to pull up. Other than the six stacking spaces, there is no other place to park in front of the hotel.

Mr. Hunter stated that the six vehicles would fit without extending into the drive aisle. There is an entrance to the B Block garage directly across from that curbcut to that access drive. The AC Hotel has approximately six spaces, as well, but he has never seen six cars lined up.

Ms. Fox inquired if the hotel has a valet or concierge service out front.

Mr. Hunter responded that it does not.

- The Commission discussed the northwest corner, where the restaurant is, as being a significant intersection corner. In spite of its strong position in the area, it only has a patio on one side, and really doesn't do much for the west side of the street. She asked Mr. Hunter to respond. She is referring to Building F1.

Mr. Hunter stated that the F1 hotel building was pulled a little further away from the right-of-way than some of the other buildings, such as the B3 building that is directly to the west of this building. That building is much closer to the right-of-way than this one. There are many more steps as one moves up Bridge Park Avenue, but it is a subtle transition. With the F1 building site, they have reduced the number of steps in order to make the transitions less subtle, which will create opportunity for interest. Between the restaurant and the hotel, they can introduce more landscaping than they have had, but they can also introduce larger, more impactful public and private spaces that are on our side of the right-of-way.

Ms. Fox inquired how much space was increased in the right-of-way. Are these spaces private or public?

Mr. Hunter responded that they considered integrating the public and private spaces, because there is sufficient space to do so. Neither the hotel nor the restaurant need all of it. If the integration is successful, it shouldn't be possible to tell the difference.



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Ms. Fox inquired the width of the seating area—how far off Bridge Park Avenue? Mr. Hunter responded that it would be 12-14 feet from the ROW, but it changes somewhat along the street. On the B and C Blocks, the greatest width is six to eight feet. Ms. Fox stated that PZC made some suggestions about looking at this private area as a window view of the area. Would it be possible to enhance that so it does not consist only of a tree-lined green but is similar to a little oasis? On Corner D, there is a little café patio area. Have they given any more thought as to how they might utilize that space and improve the way it functions for those who are staying or walking through? It is a very narrow space, and there was concern about the parking and drop-off area. Mr. Hunter responded that it does feel a little narrow. However, we don't want it to be too wide, as we want it to feel a little different from all of the other streetscape. Sometimes the best spaces can be narrow or tall, if they are done right. That effort will need attention to detail and materials. That is one of the reasons there is more greenspace here. The space between C3 and C4, behind Ram is very lush. It should not feel like a throughway; it needs to feel like its own experience -- special to the uses that line it and not just a way to get to the B Block garage faster.

Ms. Fox stated that what seems to be missing in these green spaces is unique pockets that provide an opportunity for a guitar or jazz player; they are not just a walkable view, but spaces with a more unique identity in the greenspace, which would attract a different kind of activity. There is that opportunity here, even though it is a drop-off point, for a more unique type of space and activity

Mr. Hunter stated that on the other side of the corner is a much larger space that is intended for such purposes, and that kind of space also exists between Cap City and Fado. One more such space could be added, but no more than that should be created. Discussion about how to program these spaces will occur in the Final Development Stage. He noted that in D Block, there is a bocce ball court between the D1 and D2 buildings. That area will be unique and will draw usage.

Ms. Fox inquired if the size of the F1 building was established, or is there possibility of movement for it, if a deeper space or carve out on a corner was desired. Mr. Hunter responded that the F1 building, the hotel, is set. It is necessary to determine that building early, due to the approval process with Marriott. The building size is driven largely by the room sizes on the floors above. The first floor does extend a little, particularly at the back of the building. That building is the least flexible in the plan. The F4 building could be many different shapes. At this point, it is a basic shape, which will evolve later, determined primarily by the market.

Ms. Fox asked Ms. Husak to remind Council of staff's concerns that were shared with PZC, such as how the streets tie into the building fronts.

Ms. Husak responded that one of their main concerns, which is reflected in one of the conditions, was that while the through movement from a vehicular and drop-off standpoint is important, they also recognize that there will be significant crossing of that drive by people coming from/returning to their vehicles or people renting the rooms on that side. They are working with the applicant to get it closer to what exists with the AC hotel, which appears to work well. She cannot recall any other issues that staff mentioned at PZC.

Vice Mayor Amorose Groomes inquired:

- What is envisioned for this private drive on the drop-off side of the hotel, opposite this intersection on Dale Drive. This intersection appears to be very close to Bridge Park Avenue -- what is that distance?

Ms. Husak responded that is approximately 120 feet.

Vice Mayor Amorose Groomes continued:

- Where will deliveries be made for this hotel?

Mr. Hunter responded that there are a couple spaces. There is drop-off space at the entry, which is very close to the delivery location at the back of Healthspot. There are spaces on Mooney Street that could be assigned, just west of there on the other side of the restaurant space. This is similar to Longshore Street, where there are parking spaces



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that can be marked. This is preferable to creating large loading zones that remain empty other than certain times of the day.

- o Where is the trash pickup?

Mr. Hunter responded that the trash pickup is tucked in the corner of F2.

Vice Mayor Amorose Groomes inquired if the intent is that all of the trash from this hotel be taken across the street to the parking garage.

Mr. Hunter responded affirmatively. It is similar to what is presently occurring at Cap City. Vice Mayor Amorose Groomes stated that is not working very well. She is there often, and every time someone has been parked in the street and someone is trying to take trash across the street, all while people are trying to move through the area. She would prefer a different solution.

Vice Mayor Amorose Groomes stated that she would caution against presenting Blocks F and G together. Reading from the PZC meeting minutes, which is how she arrived at her first question:

"Mr. Hunter stated the F4 office building will not be considered until the future. He explained the reason the applicant is requesting a waiver for a 7-story building is due to market forces. He reported there are 150,000 – 2000,000 square foot office users out there that want to be in Bridge Park and currently cannot be accommodated."

Is that testimony related to building F4?

Ms. Husak responded that it is not. It could be a typo in the minutes, but that is not what the plans or the analysis have shown.

Vice Mayor Amorose Groomes stated that is why doing these two blocks together make it very difficult to separate the items. It is very difficult when applications are co-mingled.

- o Again, she is concerned about the delivery area. She understands that it isn't desirable to put large delivery zones in front of every building, but it is essential to put a delivery zone on every block. She does not see a delivery zone on this block, but she is viewing a small image. Perhaps there is such a zone on an adjacent block? It isn't referenced in any of the discussion. We need to make sure every block has a delivery option that is reasonable for everything in proximity to eliminate the need for UPS, FedEx and Uber drivers to stop in the middle of the street and disrupt traffic. She wants to ensure that on this block that is achieved.
- o This is a fairly large garage. She believes two exits are appropriate, or perhaps an entry could be modified into an exit for event times. There are a number of garages downtown Columbus where that occurs at certain times of the day – entry is blocked off during that period of time. She is not suggesting that occur here, but it is an option.
- o For the F4 building, it is difficult for her to approve a Basic Site Plan when the uses are unknown. The way all these services are handled is important.
- o She is concerned with the finishes. She travels for work, and these images look like every Residence Inn she has visited across the country. She was hoping for something more special, because this is located on Bridge Park Avenue – the best street in the District, other than Riverside Drive itself. In most of what is proposed, white panels and off-color brick are applied in a variety of ways. Bridge Park Avenue deserves better than that.

Ms. Fox stated that she believes PZC was shown different images at their meeting that were more unique.

Mr. Hunter stated that the two blocks were combined into one discussion at the PZC meeting. There was discussion about how the G Block images were more appealing than the F Block images.

Ms. De Rosa inquired if the footprint is complete for this building, what does the design look like?

Mr. Hunter indicated that their design architect will respond.



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Chris Myers, Myers and Associates, stated the Marriott process is very lengthy, so the plan that is seen is fairly well developed, although there is room for adjustment based on the comments. The images show combinations of some of the exterior finishes, but the G Block images also apply. Materiality and uniqueness is the design direction. Their development of the hotel in their presentation of the building design will reflect that. Ms. De Rosa inquired if the footprint is completed, why can't that be shown. Mr. Hunter responded that although the footprint is done, that doesn't mean the building is designed yet.

Ms. De Rosa stated that the footprint has much to do with what the exterior shaping will be.

Mr. Hunter indicated that is true, but these are all representative images. The footprint, which indicates how the rooms are laid out, must be completed early in the process, but there is still opportunity for changes in massing and they can still change materials. For example, in early discussion with Marriott, one of their notes on the drawings was "no brick". Everything is to be smooth-faced finishes. His response was that in Dublin that wouldn't be permitted; there would need to be more flexibility. Although they are in the process, there is no building design that can be shown yet. That is part of the goal of this discussion – to obtain Council's feedback on what they like and don't like. They want to make sure everything is understood before proceeding further.

Vice Mayor Groomes inquired if there is a building yet for F4.

Mr. Hunter responded that there is no building design yet.

Vice Mayor Groomes stated that there is much left to do, and the time is late. At this point, she is not comfortable approving this Basic Site Plan given some of these unanswered questions about loading zones. That is part of the Basic Site Plan review, and once the plan is passed on by Council, the opportunity is gone. Assuming this plan will be passed on to the Planning and Zoning Commission, she is unwilling to approve the Plan as it is and limit PZC's ability to alter it. That may be the case for the developer, as well. Are there things that Mr. Hunter would like to share with Council that are not included in these documents that might answer the questions that Council has asked?

Mr. Hunter responded that they approached this at a basic level, setting lots and blocks. The F4 building is Office use, but although the use is known, there is no building design yet. If that use were to change, it would be necessary to bring the plan back for City review. The plan they have presented to Council reflects their best understanding of where the market is leading them, and how that can be supported with the parking and the street networks. It is not dissimilar with what occurred with the A Block office building. They are fully aware that if anything should change, it would be necessary to bring the plan back to Council. If the plan remains the same, they could move forward.

Vice Mayor Amorose Groomes stated that the difficulty with setting the lots and blocks is the access points. If we set these lots and blocks and we want other entrances to the parking garage, that ability is limited because the access road will be on the side that is servicing the hotel rather than having a service loop there that isn't interconnected. They won't be able to have roadway access on the other side of this parking garage between it and the office building, because it isn't desirable to break up the blocks to that degree. The lots and blocks are fundamental because it determines access and layout, more than it is uses. Lots and blocks focus on far more than uses.

Mr. Hunter stated that in terms of the street network and specifically the road between the garage and the office building, if they were to put a road between them, one building would be surrounded by four streets. This is not in keeping with the way they have developed Bridge Park and would begin to break up both Mooney and Dale streets. Between Banker and Bridge Park Avenue, there would be two more curb-cuts and potentially three, counting the entrances to the parking garage, as well – it would really break things up. That is the reason they arrived at this plan, which is what they consider to be the best solution. If Council is not comfortable, for example, with a single exit out of the parking garage, there are ways to accommodate that. It is acceptable not to have that waiver approved. However, the reason for the way it is currently is due to grade changes and the difficulty in making ramps align. There is likely a way to accomplish this differently. If there are waivers Council does not support, they will continue to work through the design.



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Mr. Reiner suggested reviewing the list of waivers, which is what has been requested. [Vice Mayor Amorose Groomes reviewed the list of Waivers and Conditions, noting any concerns.]

Mayor Peterson stated that the issues have been identified and will need to be resolved. These relate to entrance and exit in Waivers #5 and #6.

Mayor Peterson moved to approve Waivers #1 through #4:

1. Building Types – Incompatible Building Types (Building F2)
2. Building Types – Front Property Line Coverage (Building F1)
3. Building Types – Front Property Line Coverage (Building F3)
4. Building Types – Maximum Ground Story Height (Building F1)

Ms. Fox seconded the motion.

Vote on the motion: Mr. Keenan, yes; Vice Mayor Amorose Groomes, yes; Mr. Reiner, yes; Ms. Fox, yes; Ms. Alutto, yes; Mayor Peterson, yes; Ms. De Rosa, yes.

Mayor Peterson moved to disapprove Waivers #5 and #6:

5. Building Types – Entry Location for Parking within Building (Building F2)
6. Site Development Standards – Parking Structure Design: Entrance and Exit Lanes (Building F2)

Mr. Reiner seconded the motion.

Vote on the motion: Mr. Keenan, yes; Vice Mayor Amorose Groomes, yes; Mr. Reiner, yes; Ms. Fox, yes; Ms. Alutto, yes; Mayor Peterson, yes; Ms. De Rosa, yes.

Mayor Peterson moved to approve the Basic Plan with a modified Condition 5 and an additional Condition 8:

1. That Building F3 be located within the required building zone and comply with the front property line coverage requirement to the maximum extent possible, for verification with the Site Plan Review;
2. That Building F2/F3 be relocated within the required building zone of 5 feet to 25 feet for Parking Structures, for verification with the Site Plan Review;
3. That the proposed patio space and seating areas located between the existing tree grates in the Bridge Park Avenue right-of-way and the façade of Building F1 be revised to provide the minimum 12 feet of clear sidewalk width;
4. That the applicant provide a Parking Plan with the Site Plan Review to the satisfaction of the Planning Division;
5. That the applicant continues working with staff to ensure the private access drive located between Building's F1 and F2/F3 can accommodate appropriate pedestrian circulation and other types of mobility and transportation options to the satisfaction of the Engineering and Planning Divisions;
6. That the applicant provide all final details regarding open space and site development standards with the Site Plan Review;
7. That the applicant continues to refine architectural details and Building Type requirements, as part of the Site Plan Review; and,
8. That the applicant address deliveries and trash removal to address the concerns raised at City Council's review of the Basic Plan.

Ms. Fox seconded the motion.

Vote on the motion: Vice Mayor Amorose Groomes, yes; Ms. Fox, yes; Ms. Alutto, yes; Mayor Peterson, yes; Ms. De Rosa, yes; Mr. Reiner, yes; Mr. Keenan, yes.

Mayor Peterson moved to designate the Planning and Zoning Commission as the required reviewing body for future Development Plan Review and Site Plan Review applications for Bridge Park Block F.

Ms. Alutto seconded the motion.

Vote on the motion: Mr. Keenan, yes; Vice Mayor Amorose Groomes, yes; Mayor Peterson, yes; Ms. De Rosa, yes; Ms. Alutto, yes; Ms. Fox, yes; Mr. Reiner, yes.



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



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street network, nine blocks for future development, five new public streets and the future mixed-use shopping corridor, in addition to other development.

She noted that this preliminary plat application is simply a technical review of the plan elements that Council reviewed and approved in January. Dublin Code requires that the Planning and Zoning Commission reviews and makes recommendation to Council prior to consideration by Council of the plat. The Commission reviewed the preliminary plat on February 5, 2015.

- The preliminary plat is the first step in a subdivision of land and dedication of right-of-way for public improvements.
- Because this is only a preliminary plat, final plat sections will be required before land can be subdivided and recorded with the county auditor.
- The preliminary plat shows the future vacation of the Dale Drive east/west portion of that right-of-way; realignment of portions of the existing right-of-way that will take place following the approval of future final plat sections; and the execution of a development agreement between the City, the developer, and all other property owners within this particular area, such as COTA.
- The preliminary plat includes a number of other technical elements listed and detailed in the staff report.
- One of the more technical elements included is a condition that Council approves a plat modification for the requirements that rights-of-way lines at street intersections must be connected with straight line tangents. Instead of having a cut-off corner that is typical of rights-of-way in more suburban environments, the street intersection corners just need to be met with a 90-degree intersection. This relates to buildings being located closer to the street in a more urban environment. It is consistent with other approvals in the Bridge Street District.
- Planning and Zoning Commission recommended approval of this preliminary plat to Council on February 5, 2015 and the conditions have been satisfied.
- Staff recommends approval of the preliminary plat at this time.

She offered to respond to questions.

Vice Mayor Gerber stated that in reviewing the Commission minutes, they referenced the 12-foot clear areas. It seems they were not pleased with these, but in the end they all voted approval for it. Condition #2 indicates that the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to the final. What does this second condition address?

Ms. Ray responded that it is a standard condition and relates more to technical engineering details than planning considerations. She agreed that the Commission talked extensively about the streetscape and expressed concern that there be plenty of space within the streetscapes for bicycles. At the end of the discussion, they determined that at the next level, staff is talking with the developer about patio areas and seating areas within that public/pedestrian realm within the streetscape to ensure the developer is providing that clear area and a wide enough streetscape.

Vice Mayor Gerber summarized that discussion is therefore ongoing, and that will be considered at the final development plan stage.

Ms. Ray responded that is correct.

Mr. Lecklider asked if the applicant will make comments tonight.

Ms. Ray stated that the applicant is present to respond to any questions.

Mr. Lecklider commented that last week, a glossy piece of junk mail arrived in Dublin mailboxes – suggesting that Dublin City Council was being reckless with respect to its Bridge Street District plan, the very plan that has undergone five years of study, debate, and *public* participation. What distresses him is that certain local critics of the Bridge Street District plan who profess their love of the Dublin community have invited the interests of billionaires from hundreds of miles away outside of Ohio – who have never set foot in Dublin. These critics and outside interests would have one believe



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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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| <b>1. BSD SRN – Bridge Park, Block F<br/>18-060BPR</b> | <b>PID: 273-000867<br/>Informal Review</b> |
| <b>2. BSD SRN – Bridge Park, Block G<br/>18-061BPR</b> | <b>PID: 273-012471<br/>Informal Review</b> |

The Chair, Victoria Newell, said the two applications were proposals for the construction of a mixed-use development consisting of a hotel, a parking structure, residential units and a future office building as part of the Bridge Park Development. She said the site is zoned Bridge Street District - Scioto River Neighborhood and is west of Dale Drive, north and south of Bridge Park Avenue. She said this is a request for informal feedback on two proposed Basic Plan Review applications prior to a formal review by City Council under the provisions of Zoning Code Section 153.066.

Lori Burchett presented the Bridge Street District (BSD) application process that includes a Basic Plan Review and a Development Plan Review followed by a Site Plan Review. She said if a project includes a Development Agreement, City Council serves as the reviewing body and designates a final reviewing body for future applications. She explained the Basic Plan outlines the character and nature of the development including general massing and any open space locations. She said the Site Plan provides the final details of the proposal, including: materials, landscaping, and additional Code requirements.

Ms. Burchett presented an aerial view of the site and noted the two blocks are located south of Tuller Ridge Drive, north of Banker, east of Mooney Street and west of Dale Drive with Bridge Park Avenue dissecting the two blocks. She presented a graphic of the two blocks in context of the overall Bridge Park Development. She said Block D was the most recent block reviewed by this Commission.

Ms. Burchett presented the Basic Plan for Block F that consisted of three new buildings with office, commercial, hotel, restaurant, and open space on the 2.31-acre site. She pointed out a private access drive located between buildings F1 and F2, connecting Mooney Street and Dale Drive. She indicated staff had expressed concerns with the access drive and pedestrian mobility through this block.

Ms. Burchett presented a graphic of the massing that represented the scale and height within this block as viewed from the northwest corner of Banker Drive and Dale Drive. She said the general layout of the buildings were represented on the site with the street network represented throughout.

Ms. Burchett said one of the discussion questions for the Commission's consideration this evening is whether the proposal effectively meets the intent and purpose of the walkability standards and promotes the principles of walkable urbanism. She presented another massing view of the future hotel with its access drive and canopy drop-off area. She presented the western elevation that faces Dale Drive that showed an unlined portion of the parking garage. She said a second discussion question asks the Commission if there are additional design considerations that should be made for the unlined portions of the parking structures, particularly as it faces Dale Drive - the principal frontage street.

Ms. Burchett presented images that illustrated the general character of contemporary design for this block with multiple angles and a mix of panels, brick, and glass, which is very similar to the established character of the overall development.

Ms. Burchett said the applicant has proposed to provide 0.35 acres of public open space on Block F where 0.09 acres would be required and presented a graphic to illustrate the locations of the open spaces.

Ms. Burchett presented the Basic Plan for Block G that consisted of three new buildings with office, commercial, residential, 0.43 acres of open space, and associated site improvements on the ±2.28-acre site.



Ms. Burchett presented a graphic of the massing that represented the scale and height within Block G. She pointed out that building G1 is the proposed office building and the applicant is requesting a Waiver to allow for a seven stories. She presented more graphics illustrating general massing and noted the east elevation reflected the unlined portion of the parking garage.

Ms. Burchett said the proposed uses would require a minimum of 435 parking spaces for Block F and 669 for Block G. She reported the applicant proposed 288 structured spaces and 11 on-street parking spaces. She explained the applicant intends to use 136 spaces from Block C garage to help close the deficit for Block F and 355 spaces from Block C garage for Block G. She reported there is a preliminary study on the uses of the garages that is on-going as the development fills. Based on that study, she said, there is an excess of parking within Block C, even at the highest use.

Ms. Burchett presented inspirational images for Block G that included brick, glass, and metal details. She said the design is best described as contemporary with multiple projections and a defined first floor. Overall, she said, these images show glass as the predominant material with a complementary brick or stone. She asked the Commission to consider if the provided images achieve an appropriate design direction and if they had any architectural design suggestions. She also requested suggestions from the Commission on the variety of materials and colors that should be applied to Blocks F or G.

Ms. Burchett said  $\pm 0.43$  acres of on-site open space is proposed for Block G with 0.16 acres proposed as an off-site public open space on Block F, to meet the open space requirement of 0.59 acres. Additionally, she noted, 0.18 acres of private amenity space is proposed for residents of Block G. For feedback to the applicant as design advances for these areas, a recommended discussion question asks the Commission if the proposed open space treatment was appropriately located, sized, and designed. She presented a graphic to illustrate the locations of the open space proposed for Block G.

Ms. Burchett said Staff has identified potential Waivers for this Basic Plan Review including:

- Allowance for a 7-story office building (G1)
- Front property line coverage
- Occupation of corner (G4 & F4)

Ms. Burchett presented the discussion questions in their entirety for the Commission to consider:

1. Does the proposal effectively meet the intent and purpose of the walkability standards and promote the principles of walkable urbanism?
2. Is the proposed open space treatment appropriately located, sized, and designed?
3. Do the provided images achieve an appropriate design direction; and are there any architectural design considerations or variety in materials and colors that should be applied to these two blocks?
4. Are there additional design considerations that should be made for the unlined portions of the parking structures, particularly as it faces the principal frontage street (Dale Drive)?
5. Are there any other considerations by the Commission?

Ms. Burchett concluded her presentation and stated the applicant was present to address any questions or concerns, as well.

Victoria Newell asked about the height of the AC Marriott Hotel. Ms. Burchett answered that it is eight stories in height.

Steve Stidhem asked if the new buildings would appear taller than the AC Marriott Hotel, due to the increased elevation change. Ms. Burchett answered the same question was raised at the ART earlier in the day and the applicant had said the new buildings would not be taller.



Jane Fox asked for height, story-wise to put in context to across the street. Ms. Burchett answered corridor buildings are five stories tall.

Warren Fishman asked how wide the buildings are on the sidewalk front. He said there is an amenity space on G4 that is private. Ms. Burchett clarified there would be open space between buildings G2 and G1. Mr. Fishman asked if the open space would be green. Ms. Burchett said, overall, the proposal at this point, would be similar to other passageways we have seen in developments. She said the applicant is requesting feedback from the Commission this evening. Mr. Fishman asked if these areas would be considered walkable since the buildings were so wide.

The Chair invited the applicant to come forward.

Russ Hunter, Crawford Hoying Development Partners, 6640 Riverside Drive, explained parking is driving how the applicant is looking at these two blocks. He said the most cars they have ever counted on C Block is 373 and there were 506 spaces left open. He indicated the applicant does not see B Block being remarkably different. Given these outcomes, he said, the applicant is re-evaluating the need for parking in this part of the development.

Mr. Hunter referred to the site plan for Block F. He said the hotel will be the first building to come forward as a final site plan as it is the most 'baked' on their end. He said it is a Marriott hotel and the units lining the parking will be like an extended stay. He said these units are almost apartment size. He said they would be managed out of the F1 hotel. Mr. Hunter stated the F4 office building will not be considered until the future.

Mr. Hunter explained the reason the applicant is requesting a Waiver for a seven-story building for G1 is due to the market forces. He reported there are 150,000 – 200,000-square-foot office users out there that want to be in Bridge Park and currently they cannot be accommodated. He indicated if they design a 200,000-square-foot office building from scratch, for a user that may or may not emerge, that is a great way for the applicant to go bankrupt. He said they have to ensure they are nimble enough to be able to respond to those market forces; if they are not able to go taller, that is not the block for a large user so they need to know that now. He said their architect for this project, Chris Meyers, and their team have taken this through the Basic Site Plan and they desire feedback about the seven stories. For the G1 office building, he said, there will be a different architect to take them through the schematic design and that is to ensure the applicant is keeping everything fresh and authentic.

Chris Meyers, Meyers and Associates Architects, 232 N. Third St., Columbus, Ohio, said only diagrammatic massing and basic footprints were presented this evening. He said there will be a lot more detail and articulation forthcoming in the Final Site Plan. He said the applicant's objective is to enhance the community even further. He said walkability and approachability comes with that, especially at the street level. He said the increased grades will affect the access points to the buildings.

Mr. Meyers asked Ms. Burchett to present some photographs of buildings where the heights range from four stories to seven stories. He said the architecture for hotels is always repetitive as the rooms are stacked with a grid façade. He indicated their intent is to get away from the typical hotel design. He said they welcome the Commissions' feedback to help drive the direction the applicant takes.

Mr. Stidhem said he liked the artistic neatness and the photos presented were interesting. He asked if the garage will be flat or sloped. Mr. Hunter answered the garages would be sloped, similar to the garages on Blocks B and C.

Mr. Stidhem inquired about electric plug-ins for vehicles in the parking garages as he has seen some but wondered if more were coming, which Mr. Hunter confirmed.



Mr. Stidhem asked the applicant if they had considered roof access for any of the buildings. Mr. Hunter said they plan at least a portion of the rooftop of G1 to be accessible.

Mr. Stidhem asked if solar had been considered for G1. Mr. Hunter said the applicant has in the past and believes they will continue to do so. Mr. Stidhem suggested the applicant at least wire for it so solar could easily be installed in the future.

Ms. Fox inquired about the space between F1 and F2/F3. She said it appears as a driveway but asked about sidewalks, bikes, or scooter accommodations. Mr. Meyers said the entire F1 building is wrapped.

Mr. Fishman suggested the amenity/private space for the residents of Block G be instead open to the public. Mr. Hunter emphasized they have had this conversation many times about these particular spaces. He explained G4 has an interior space that has units aligned around the four sides and up against the parking garage. He said that amenity space would not be seen from the street. He said they look at those open spaces as residents' backyards. He said everyone's front yard is accessible but the people that live at Bridge Park also deserve to have something that is kind of their own. In many cases, he explained, if those spaces were public, anyone could approach the sliding glass door and knock on it so it becomes a security issue.

Mr. Hunter said, speaking from a developer's standpoint, they do not believe they have enough grass on Blocks B and C as there is a lot of hardscapes with beautiful plantings. He said they are taking that into consideration as they are developing these open spaces for Blocks F and G. Mr. Fishman emphasized he will be looking for green.

Kristina Kennedy clarified Block F is meeting the green space requirement but the G Block is not. Mr. Hunter said together they meet the requirements.

William Wilson said he has witnessed an issue with delivery and asked if food trucks would be coming onto the scene. He asked if these situations were being analyzed.

Mr. Hunter said Crawford Hoying is living that daily as well with their office in Bridge Park. He said he likes the little bit of activity on the street, making it feel urban in a way that is not typically seen in Dublin. He said when vehicles cannot get down the street, it is an issue. He said he hears him and the applicant agrees and that is something they will need to address, especially with this block because there are two major office buildings. He said food trucks are permitted to park in those public parking spaces so the developer cannot tell them to leave. He said they do not have an answer to that yet. He said the studies determining if the on-street parking should become paid parking would effectively fix that problem. Maybe, sometimes food trucks are okay in certain areas and that is a discussion to be had. He said he is torn between the two because again, they help make the development feel more urban.

Vince Papsidero added, in the larger Code update that is underway now, food trucks are being addressed as a land use so there are regulations staff is proposing. Currently, he explained, the food trucks are regulated as any other vehicle in Bridge Park from a parking standpoint. For vehicle loading/unloading delivery, the City has designated locations and times of day when those trucks are allowed. Mr. Hunter said right now, that issue is magnified because of the construction.

Mr. Wilson said we have talked about not filling all the parking spaces for the current programming but he asked if they had considered parking for the park across the street. Mr. Hunter said the Parking Plan will address everything, holistically.

Mr. Wilson indicated there a quite a lot of residents in Bridge Park now. He asked if pets were allowed. Mr. Hunter answered pets are allowed in certain buildings on certain floors. Mr. Wilson asked if sidewalk staining is being addressed given the lack of green grass.



Mr. Fishman asked if pets can even be controlled in condominiums. Mr. Hunter indicated the condominium association probably could but he cannot say that for certain as he is not the lawyer on this issue.

Mr. Fishman reported he has been spending a lot of time in this development and complimented the applicant; the energy is fabulous and it is fun to be there. He said he visits the market on Saturdays and has noticed a lot of people are walking dogs. He said that is his concern about providing enough green space and having rules about the dogs. Mr. Hunter indicated they have taken a real cautious approach. He said pets are allowed in buildings on the lowest floor. He said as much as they try to police the dog activity, the guys cleaning the grounds have to clean up after the dogs sometimes. He concluded people love their dogs – it is the way it is.

Ms. Newell inquired about the stacking of cars at the drop-off area for the hotel. Mr. Hunter said the stacking number is six. Ms. Newell asked if the hotels will have a certain quantity of parking spaces reserved for their guests. He suggested when they do the study, the answer is absolutely yes. The Marriott says they need about 80% a piece but it depends on the environment.

Mr. Wilson said wide sidewalks can be attractive and make an area more walkable; it is an opportunity to add benches so people have additional places to sit/meet outside of those little green spaces. He suggested adding drinking fountains for both humans and pets and by adding these things, the result can be an enriched community.

Ms. Kennedy said she loved the design proposals and they coordinate and fit with the other buildings in the development while also adding character. She said she is concerned about having room for bicycles as that is becoming more popular in Dublin. She said she loved the Bocce Ball Court in D Block and would like to see more little pocket parks like that. She said it would be so nice to have something more to do outside besides walking and 16-Bit that is inside entertainment.

Mr. Fishman said he agreed with both of his colleagues. He said it is important for sidewalks to be wide enough as now there are a lot of scooters flying by. He said couples on benches makes a lovely scene. He emphasized green, green, green; "everything grows here" is the City's tag line.

Mr. Stidhem said he is not against grass but there is going to be an amazing park across the street and that will take care of a lot of issues that were discussed this evening. He said in general, he likes the proposal and would love to see something that is a little bit different, especially in terms of the details and character with the new architect. He would like to see something "just a little bit out there", something that is unique. He said he thinks of Chicago and how all the architecture is different. He stated the proposal is absolutely walkable. He said he is not passionate about parking because the trends show not as much parking will be needed.

Ms. Fox stated the applicant has done a really good job with walkability and connecting the green space notes and the corridors. She indicated placemaking is missing on the corner of G4. She said there is nothing on Tuller Ridge Drive that would stop a pedestrian.

Ms. Fox asked if Bridge Park is still considered the designated shopping area. Mr. Papsidero clarified it is Bridge Park Avenue.

Ms. Fox said she loves the area between F1 and F2/3 and if designed correctly, can become a little individual oasis. If landscaped correctly, that just might be a hub of activity there for those walking, riding bikes or scooters.

Ms. Fox asked if an interesting archway can be created for the parking garage there and allow for a peek at the plaza park/backyard that is hidden for G4 residents. She also suggested something interesting be



created for the southwest corner of F1. She stated she loved the separation of the buildings as it allows for some very interesting things to be created.

Ms. Newell said generally the proposal meets the intent of walkability. She said she was concerned about the access drive and pedestrians only permitted to walk on one side because the other space is completely green. She suggested the applicant treat the whole access drive area with some very upscale amenities so it appears as its own pocket park. If it was very well landscaped, it would encourage walkers to want to walk on just one side of the street.

Addressing question #2, Ms. Newell said the proposed open space treatment was appropriately located and sized but there is not enough design details yet to comment. She said she was concerned about the height of the buildings and the shadows they would cast on the open spaces as she wants to see any plantings truly survive.

Ms. Newell said she was completely supportive of the sharing of the parking. She said right now, she has had no issues with trying to find a parking space, even on a Friday night, going to a restaurant at peak times, which has been wonderful and convenient.

Ms. Newell said the added height to the structure to achieve seven stories creates another amenity. She recalled originally on this Commission fighting hard and had lengthy discussions holding to the six-foot height but things change as the City develops. She said when all of the buildings are going in at four and five stories, it is nice to have that change in elevations. She said she is a little concerned about going up that hill, as the proposed building may overshadow the AC Marriott Hotel.

Ms. Newell said she liked the images for Block G a little bit more than those for Block F but overall she liked the architectural design considerations.

The Chair asked the applicant if the Commission had provided enough direction and answered all the questions to which the applicant responded that this meeting was perfectly wonderful.

Mr. Fishman asked to address the seven-story building. He said he did not have a fundamental problem but it should be a unique building. He referred to the Leveque Tower downtown as an example as it is certainly different from the other buildings downtown. Mr. Hunter agreed; he would love it if a large corporation went in there and their corporate logo would be great to make it more notable. Mr. Hunter confirmed the buildings would be roughly about the same height, even with the increased height of the grade.

The Chair invited anyone from the public that wished to speak in regard to this case. [Hearing none.]

Ms. Fox asked to make a few more comments. She referred to G2/3 and said if the applicant did not create an archway there, G3 could have an interesting architectural frontage as it would be so visible from the park across the street. She said she liked the L-shape of the hotel and liked the variety of massing elements.

Ms. Fox asked to refer to the inspirational photographs. She said the photo on the bottom, left-hand side is much more interesting than the bottom, right-hand side. She noted the projections, some of the walls, the transparency of the glass, and other materials found in the BSD. She said it was more interesting than typically seen in a lot of structures like that. She restated that the space between the parking garages could be an absolutely unbelievable space. She said Dale Drive is an important, district connector so the building elevations on Block F should have a notable presentation on the street. She asked the applicant what those elevations would be like and if they had any thoughts they had been considering.

Mr. Meyers said the first approach, F3 is to mask the F2 garage and have it be a discreet veil in front. The uniqueness of the building type, the conversation of the hotel is a breakdown of mass, material, and form. That is going to translate to these other buildings; they have not gone through the planning exercise to create the real form. He said being on Dale Drive will be different than being on the access drive. He indicated they are considering an outdoor garden and a roof terrace to get that activity to that corner, not just an amenity for the tenant but also for what is visible from two miles away. He said the whole community has branched to a greater vista. He said he can see it from I-270 and the Historic District. He said the rooftop bar on the AC Marriott Hotel can be seen from miles away and those kinds of effects are being considered here, too.

Ms. Fox said that was a great idea. She hears people talk all the time about Vaso, the rooftop bar. She said the variation of architecture is very important on the residential building. She said she liked the idea shown in some of the pictures of projections off the wall so there is interest in the street, whether that is balconies or the offices but not grid-like projections. She indicated that overhangs of awnings above the ground floors enables the pedestrian to feel warm and safe.

Mr. Wilson referred to the pictures for Block G; the bottom left is the most dramatic. He noted there is not a building like this yet in the whole development. Everything is pretty much a block shape, he said, but this becomes several pieces put together with different materials in it and brings a lot of design features to it. He said seven floors could be a win-win since some large corporations are looking for that to house all their employees under one roof.

The Chair said if there are no further comments, she thanked the applicant for coming forward and is looking for development in the near future.

**3. Perimeter Center, Subarea E – McDonald’s Sign Modifications**  
**18-035AFDP** **6830 Perimeter Loop Road**  
**Amended Final Development Plan**

~~The Chair, Victoria Newell, said this application is a proposal for the installation of a digital menu board sign for an existing McDonald’s restaurant located in Perimeter Center, Subarea E, which is northeast of the intersection of Avery-Muirfield Drive and Perimeter Loop Road. She said this is a request for a review and approval of an Amended Final Development Plan under the provisions of Zoning Code Section 153.050. She said the Commission is the final authority for this case and witnesses would have to be sworn in.~~

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

~~Logan Stang reminded the Commission the Amended Final Development Plan is the last stage in the Planned Unit Development process and is to allow for any modification to the approved Final Development Plan from August, 1995. He noted the graphic showed some of the dates from the original rezoning in 1988.~~

~~Mr. Stang presented an aerial view of the site along with the site plan. He pointed out the applicant requested to remove and replace the existing menu board sign with an approximately 18-square-foot digital menu board sign. He said the existing menu board sign is located along the northern edge of the building, adjacent to the drive-thru.~~

~~Mr. Stang presented a photograph of the existing conditions that included a view of the menu board for reference. He described the proposed sign as containing two digital screens that allow for the display of pre-set content with the ability to adjust light levels based on the surrounding ambient light. He said the~~





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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.

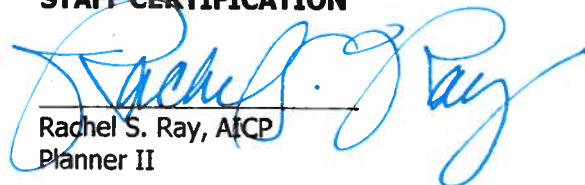
**VOTE:** 6 – 0.

**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

- 3) That Parks and Open Space Staff work with Planning to meet the landscape and lighting requirements as outlined in this report; and
- 4) That tree protection fencing be installed around the 12-inch tree on the south side of the building to ensure its protection.

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

**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 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)

#### **5. Perimeter Center PUD, Subarea F4 – Mathnasium 15-003CU**

#### **6716 Perimeter Loop Road Conditional Use**

The Chair, Ms. Newell, said the following application is a request for a tutoring facility for a tenant space within the Perimeter Center shopping center within the Perimeter Center Planned Unit Development on the east side of Perimeter Loop Road, south of Perimeter Drive. She said the Commission is the final authority on the conditional use.

The Chair swore in anyone planning to address the Commission regarding this application.

Tammy Noble-Flading said this case was on the consent agenda and was prepared to make a presentation if necessary.