



To: Members of Dublin City Council
From: Dana L. McDaniel, City Manager 
Date: September 3, 2015
Initiated By: Steve Langworthy, Senior Project Manager
Joanne L. Shelly, AICP, RLA, LEED BC+C, Urban Designer/Landscape Architect
Re: Final Plat – Bridge Park East, Section 2 (15-069FP)

Summary

This is a request for review and approval of a final plat for two blocks for development and associated public rights-of-way for the first phase of a mixed-use development on the east side of Riverside Drive, north of SR 161. The 5.24 acre site is zoned BSD Scioto River Neighborhood District.

Background

The Bridge Park mixed-use development project involves the subdivision of 30.9 acres of land into multiple parcels/lots and blocks for development, in addition to the dedication of right-of-way, reconfiguration of lot lines, and right-of-way vacation. The preliminary plat, which was approved by City Council on March 9, 2015, was for the overall 30.9-acre site. Final plat sections will be submitted to coincide with the project phasing. The Development Plan and Site Plan Reviews for the initial phase of development, including two new blocks and three new streets, were approved by the Planning and Zoning Commission on August 20, 2015.

Review of the final plat is governed by the Subdivision Regulations, Chapter 152 of the Dublin Code of Ordinances. Like the preliminary plat, the final plat is a technical analysis of the subdivision of land and dedication of rights-of-way and requires review and recommendation by the Planning and Zoning Commission and approval by City Council.

Description

The proposed final plat includes:

- A grid street network in accordance with the Community Plan (Bridge Street District Special Area Plan);
- Three new public streets (Mooney Street, Longshore Street and Banker Drive) consistent with the approved preliminary plat;
- Two development blocks (Lots 3 & 4) subdivided by public streets;
- The vacation of the east-west segment of Dale Drive and the associated release of public easements; and
- Easements for public open space and utilities.

Project Phasing

This proposal is the second of a multiple-phase mixed-use development. The proposed final plat shows two lots and three streets planned for development and the existing rights-of-way for Dale Drive where it is to be vacated along the east/west segment.

The Development Agreement between the City and the property owner has been completed and an Infrastructure Agreement is in progress. These agreements must be in place before construction can begin. This has been included as a condition of the final plat approval.

Recommendation of the Planning and Zoning Commission

The Commission reviewed this final plat on August 20, 2015 and recommended approval to City Council with five conditions:

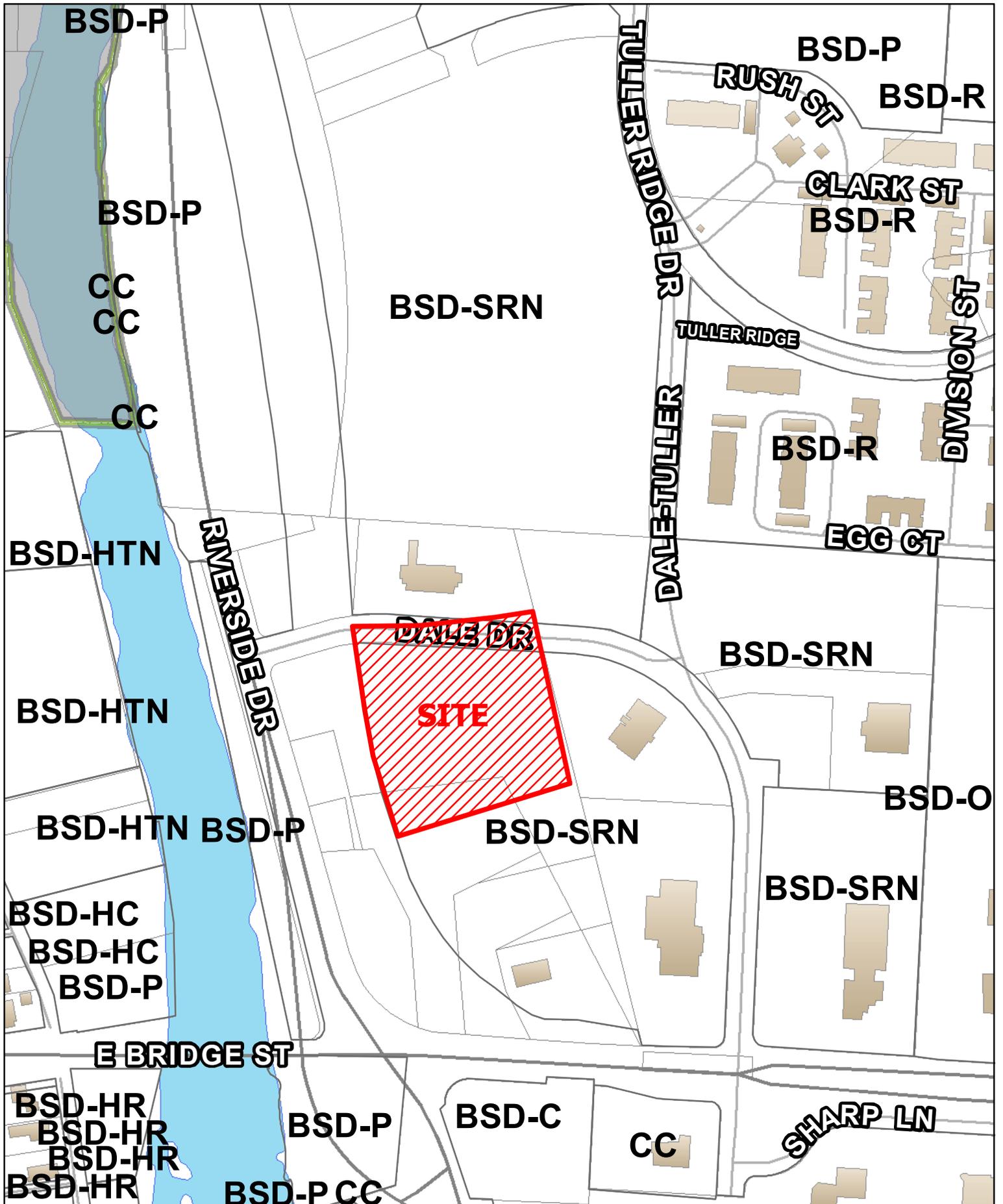
- 1) That the applicant modifies the plat notes regarding right-of-way encroachments, public access easements, and stormwater easements, subject to approval by the Law Director and the City Engineer;
- 2) That the applicant ensures that any technical adjustments are made prior to City Council submittal.
- 3) That construction on the public improvements does not commence until an Infrastructure Agreement is approved by City Council;
- 4) That construction on the public improvements does not commence until the existing east/west segment of Dale Drive is vacated through City Council action;
- 5) That construction on the public improvements does not commence until the applicant submits a construction phasing and sequencing plan to the satisfaction of the City Engineer.

The applicant has addressed conditions 1 and 5 to the satisfaction of the Law Director and the City Engineer.

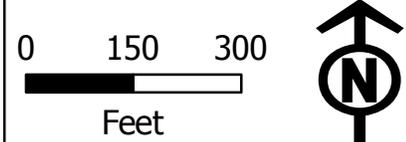
Recommendation

Planning recommends approval of the final plat for Bridge Park East, Section 2 at the September, 8 2015 City Council meeting with the three remaining conditions.

- 1) That construction on the public improvements does not commence until an Infrastructure Agreement is approved by City Council;
- 2) That construction on the public improvements does not commence until the existing east/west segment of Dale Drive is vacated through City Council action;
- 3) That construction on the public improvements does not commence until the applicant submits a construction phasing and sequencing plan to the satisfaction of the City Engineer.



15-069FP
 Final Plat
 Bridge Park Phase 1 - Block B
 Riverside Drive and Dale Drive





PLANNING AND ZONING COMMISSION APPLICATION

(Code Section 153.232)

CITY OF DUBLIN, OH

Land Use and Long Range Planning
5800 Shier-Rings Road
Dublin, Ohio 43016-1236

Phone/ TDD: 614-410-4600
Fax: 614-410-4747
Web Site: www.dublin.oh.us

I. PLEASE CHECK THE TYPE OF APPLICATION:

<input type="checkbox"/> Informal Review	<input checked="" type="checkbox"/> Final Plat (Section 152.085)
<input type="checkbox"/> Concept Plan (Section 153.056(A)(1))	<input type="checkbox"/> Conditional Use (Section 153.236)
<input type="checkbox"/> Preliminary Development Plan / Rezoning (Section 153.053)	<input type="checkbox"/> Corridor Development District (CDD) (Section 153.115)
<input type="checkbox"/> Final Development Plan (Section 153.053(E))	<input type="checkbox"/> Corridor Development District (CDD) Sign (Section 153.115)
<input type="checkbox"/> Amended Final Development Plan (Section 153.053(E))	<input type="checkbox"/> Minor Subdivision
<input type="checkbox"/> Standard District Rezoning (Section 153.018)	<input type="checkbox"/> Right-of-Way Encroachment
<input type="checkbox"/> Preliminary Plat (Section 152.015)	<input type="checkbox"/> Other (Please Specify): _____

Please utilize the applicable *Supplemental Application Requirements* sheet for additional submittal requirements that will need to accompany this application form.

II. PROPERTY INFORMATION: This section must be completed.

Property Address(es): 6720 Riverside Drive, Dublin Ohio 43017	
Tax ID/Parcel Number(s): 273-008834 273-008998 273-008867 273-008994	Parcel Size(s) (Acres): 1.583 0.055 2.026 3.25
Existing Land Use/Development: Existing shopping center (Vacant Land)	

IF APPLICABLE, PLEASE COMPLETE THE FOLLOWING:

Proposed Land Use/Development: Proposed Mixed-Use Development
Total acres affected by application: 5.241

III. CURRENT PROPERTY OWNER(S): Please attach additional sheets if needed.

Name (Individual or Organization): BPACQ LLC, 4351 Dale Dr Acquisition LLC	
Mailing Address: 555 Metro Place N STE 600 Dublin, Ohio 43017 (Street, City, State, Zip Code)	
Daytime Telephone: 614-335-2020	Fax:
Email or Alternate Contact Information: nyoder@crawfordhoying.com	

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IV. APPLICANT(S): This is the person(s) who is submitting the application if different than the property owner(s) listed in part III. Please complete if applicable.

Name: Nelson Yoder	Applicant is also property owner: yes <input type="checkbox"/> no <input type="checkbox"/>
Organization (Owner, Developer, Contractor, etc.): Crawford Hoying Development Partners	
Mailing Address: 555 Metro Place North Suite 600, Dublin, Ohio 43017 (Street, City, State, Zip Code)	
Daytime Telephone: 614-335-2020	Fax:
Email or Alternate Contact Information: nyoder@crawfordhoying.com	

V. REPRESENTATIVE(S) OF APPLICANT / PROPERTY OWNER: This is the person(s) who is submitting the application on behalf of the applicant listed in part IV or property owner listed in part III. Please complete if applicable.

Name: Brian Quackenbush, PE	
Organization (Owner, Developer, Contractor, etc.): EMH&T	
Mailing Address: 5500 New Albany Road, Columbus, Ohio 43054 (Street, City, State, Zip Code)	
Daytime Telephone: 614-775-4500	Fax:
Email or Alternate Contact Information: bquackenbush@emht.com	

VI. AUTHORIZATION FOR OWNER'S APPLICANT or REPRESENTATIVE(S): If the applicant is not the property owner, this section must be completed and notarized.

I, <u>Nelson Yoder</u> , the owner, hereby authorize <u>Brian Quackenbush</u> to act as my applicant or representative(s) in all matters pertaining to the processing and approval of this application, including modifying the project. I agree to be bound by all representations and agreements made by the designated representative.	
Signature of Current Property Owner: 	Date: <u>7/28/15</u>

Check this box if the Authorization for Owner's Applicant or Representative(s) is attached as a separate document

Subscribed and sworn before me this 28 day of July, 20 15

State of Ohio

County of Franklin

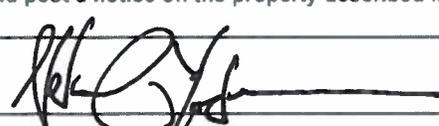
Notary Public





Dawn R. Russell
Notary Public, State of Ohio
My Commission Expires 08-25-2018

VII. AUTHORIZATION TO VISIT THE PROPERTY: Site visits to the property by City representatives are essential to process this application. The Owner/Applicant, as noted below, hereby authorizes City representatives to visit, photograph and post a notice on the property described in this application.

I, <u>Nelson Yoder</u> , the owner or authorized representative, hereby authorize City representatives to visit, photograph and post a notice on the property described in this application.	
Signature of applicant or authorized representative: 	Date: <u>7/28/15</u>

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JUL 30 2015
15-069 EP

VIII. UTILITY DISCLAIMER: The Owner/Applicant acknowledges the approval of this request for review by the Dublin Planning and Zoning Commission and/or Dublin City Council does not constitute a guarantee or binding commitment that the City of Dublin will be able to provide essential services such as water and sewer facilities when needed by said Owner/Applicant.

I, <u>Nelson Yoder</u> , the owner or authorized representative, acknowledge that approval of this request does not constitute a guarantee or binding commitment that the City of Dublin will be able to provide essential services such as water and sewer facilities when needed by said Owner/Applicant.	
Signature of applicant or authorized representative: 	Date: <u>7/28/15</u>

IX. APPLICANT'S AFFIDAVIT: This section must be completed and notarized.

I, <u>Nelson Yoder</u> , the owner or authorized representative, have read and understand the contents of this application. The information contained in this application, attached exhibits and other information submitted is complete and in all respects true and correct, to the best of my knowledge and belief.	
Signature of applicant or authorized representative: 	Date: <u>7/28/15</u>

Subscribed and sworn to before me this 28 day of July, 2015
 State of Ohio
 County of Franklin

Notary Public 



Dawn R. Russell
 Notary Public, State of Ohio
 My Commission Expires 08-25-2018

FOR OFFICE USE ONLY			
Amount Received: <u>\$ 3490⁰⁰</u>	Application No:	P&Z Date(s):	P&Z Action:
Receipt No: <u>11210</u>	Map Zone:	Date Received:	Received By:
City Council (First Reading):		City Council (Second Reading):	
City Council Action:		Ordinance Number:	
Type of Request:			
N, S, E, W (Circle) Side of:			
N, S, E, W (Circle) Side of Nearest Intersection:			
Distance from Nearest Intersection:			
Existing Zoning District:		Requested Zoning District:	

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 CITY OF DUBLIN



Letter of Transmittal

To: Joanne Shelly
 City of Dublin Planning
 5800 Shier Rings Road
 Dublin, Ohio 43016

From: James Peltier
Date: 7/30/2015
Job no.: 2013-1481
Subject: Bridge Park Block B Final Site Plan,
 Final Development Plan

We are sending you herewith via: Courier U.S. Mail Fed. Ex.

The following items: copies originals [other]

Copies	Date	Number of sheets	Description
8			Bridge Park Block B Final Plat – Full Size
8			Bridge Park Block B Final Plat – Half Size
8			Bridge Park Block B FSP & FDP – Half Size Binders

These are transmitted as checked below:

- for approval for your file as requested for review & comment
 for execution / signatures [other]

Remarks:

Please let me know if you have any questions at 614-775-4363.

For EMH&T: _____
 James Peltier

FILE COPY

If enclosures are not as noted, kindly notify us at once.

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 CITY OF DUBLIN
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BRIDGE PARK SECTION 2

(INCLUDING A RESUBDIVISION OF PART OF
LOTS 1 AND 2 OF DALE CENTER, P.B. 58, PP. 81 & 82)

Situated in the State of Ohio, County of Franklin, City of Dublin, in Quarter Townships 3, Township 2, Range 19, United States Military Lands, containing 5.241 acres of land, more or less, said 5.241 acres being comprised of a resubdivision of Lots 1 and 2 of the subdivision entitled "Dale Center", of record in Plat Book 58, Pages 81 and 82, and a part of each of those tracts of land conveyed to **BPACQ, LLC** by deeds of record in Instrument Numbers 201306110096728 and 201506170081222, **CITY OF DUBLIN, OHIO** by deeds of record in Instrument Number 201306110096726 and 201506250085517, **CONNELLY BRUESHABER REAL ESTATE HOLDINGS, LLC** by deed of record in Instrument Number 201408200108795 and **4351 DALE DR. ACQUISITION, LLC** by deed of record in Instrument Number 201402030013676, Recorder's Office, Franklin County, Ohio.

The undersigned, **BPACQ, LLC** an Ohio limited liability company, by **ROBERT C. HOYING**, Vice President, **CITY OF DUBLIN, OHIO**, an Ohio municipal corporation, by **DANA McDANIEL**, City Manager, **CONNELLY BRUESHABER REAL ESTATE HOLDINGS, LLC**, an Ohio limited liability company, by **JOHN CONNELLY**, Trustee, and **4351 DALE DR. ACQUISITION, LLC**, an Ohio limited liability company, by **BRENT D. CRAWFORD**, Managing Member, owners of the lands platted herein, duly authorized in the premises, do hereby certify that this plat correctly represents their "**BRIDGE PARK EAST SECTION 2**", a subdivision containing Lots numbered 3 and 4, do hereby accept this plat of same and dedicate to public use, as such, all of the Avenue, Drive and Streets shown hereon and not heretofore dedicated.

The undersigned further agrees that any use or improvements on this land shall be in conformity with all existing valid zoning, platting, health or other lawful rules and regulations, including applicable off-street parking and loading requirements of the City of Dublin, Ohio, for the benefit of itself and all other subsequent owners or assigns taking title from, under or through the undersigned.

Easements are hereby reserved in, over and under areas designated on this plat as "Easement" or "Public Access Easement." Each of the aforementioned designated easements permit the construction, operation, and maintenance of all public and quasi public utilities above, beneath, and on the surface of the ground and, where necessary, are for the construction, operation, and maintenance of service connections to all adjacent lots and lands and for storm water drainage.

In Witness Whereof, **ROBERT C. HOYING**, Vice President of **BPACQ, LLC**, has hereunto set his hand this ____ day of ____, 20__.

Signed and Acknowledged
In the presence of: **BPACQ, LLC**

By _____
ROBERT C. HOYING,
Vice President

STATE OF OHIO
COUNTY OF FRANKLIN ss:

Before me, a Notary Public in and for said State, personally appeared **ROBERT C. HOYING**, Vice President of **BPACQ, LLC** who acknowledged the signing of the foregoing instrument to be his voluntary act and deed and the voluntary act and deed of **BPACQ, LLC** for the uses and purposes expressed herein.

In Witness Thereof, I have hereunto set my hand and affixed my official seal this day of ____, 20__.
My commission expires _____
Notary Public, State of Ohio

In Witness Whereof, **DANA McDANIEL**, City Manager of **CITY OF DUBLIN, OHIO**, has hereunto set his hand this ____ day of ____, 20__.

Signed and Acknowledged
In the presence of: **CITY OF DUBLIN, OHIO**

By _____
DANA McDANIEL,
City Manager

STATE OF OHIO
COUNTY OF FRANKLIN ss:

Before me, a Notary Public in and for said State, personally appeared **DANA McDANIEL**, City Manager of **CITY OF DUBLIN, OHIO**, who acknowledged the signing of the foregoing instrument to be his voluntary act and deed and the voluntary act and deed of **CITY OF DUBLIN, OHIO** for the uses and purposes expressed herein.

In Witness Thereof, I have hereunto set my hand and affixed my official seal this day of ____, 20__.
My commission expires _____
Notary Public, State of Ohio

In Witness Whereof, **JOHN CONNELLY**, Trustee of **CONNELLY BRUESHABER REAL ESTATE HOLDINGS, LLC**, has hereunto set his hand this day of ____, 20__.

Signed and Acknowledged
In the presence of: **CONNELLY BRUESHABER REAL ESTATE HOLDINGS, LLC**

By _____
JOHN CONNELLY, Trustee

STATE OF OHIO
COUNTY OF FRANKLIN ss:

Before me, a Notary Public in and for said State, personally appeared **JOHN CONNELLY**, Trustee of **CONNELLY BRUESHABER REAL ESTATE HOLDINGS, LLC** who acknowledged the signing of the foregoing instrument to be his voluntary act and deed and the voluntary act and deed of **CONNELLY BRUESHABER REAL ESTATE HOLDINGS, LLC** for the uses and purposes expressed herein.

In Witness Thereof, I have hereunto set my hand and affixed my official seal this day of ____, 20__.
My commission expires _____
Notary Public, State of Ohio

In Witness Whereof, **BRENT D. CRAWFORD**, Managing Member of **4351 DALE DR. ACQUISITION, LLC**, has hereunto set his hand this ____ day of ____, 20__.

Signed and Acknowledged
In the presence of: **4351 DALE DR. ACQUISITION, LLC**

By _____
BRENT D. CRAWFORD,
Managing Member

STATE OF OHIO
COUNTY OF FRANKLIN ss:

Before me, a Notary Public in and for said State, personally appeared **BRENT D. CRAWFORD**, Managing Member of **4351 DALE DR. ACQUISITION, LLC**, who acknowledged the signing of the foregoing instrument to be his voluntary act and deed and the voluntary act and deed of **4351 DALE DR. ACQUISITION, LLC** for the uses and purposes expressed herein.

In Witness Thereof, I have hereunto set my hand and affixed my official seal this day of ____, 20__.
My commission expires _____
Notary Public, State of Ohio

Approved this ____ Day of ____, 20__

Director of Land Use and Long Range Planning, Dublin, Ohio

Approved this ____ Day of ____, 20__

City Engineer, Dublin, Ohio

Approved this ____ day of ____, 20__, by vote of Council, wherein all of the Avenue, Drive and Streets dedicated hereon are accepted as such by the Council of the City of Dublin, Ohio. The City of Dublin, Ohio by its approval and acceptance of this plat does hereby vacate the portions of Dale Drive shown hereon by Cross Hatching and rededicates those portions of Dale Drive as shown hereon by hatching.

In Witness Thereof I have hereunto set my hand and affixed my seal this day of ____, 20__.

Clerk of Council, Dublin, Ohio

Transferred this ____ day of ____, 20__.

Auditor, Franklin County, Ohio

Deputy Auditor, Franklin County, Ohio

Filed for record this ____ day of ____, 20__ at ____ M. Fee \$_____

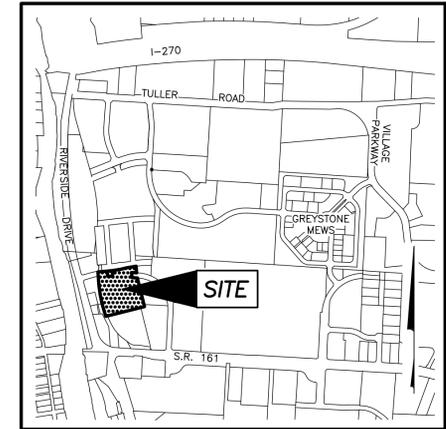
Recorder, Franklin County, Ohio

File No. _____

Recorded this ____ day of ____, 20__.

Deputy Recorder, Franklin County, Ohio

Plat Book ____, Pages _____



LOCATION MAP AND BACKGROUND DRAWING

SCALE: 1" = 1000'

SURVEY DATA:

BASIS OF BEARINGS: The Bearings shown hereon are based on the Ohio State Plane Coordinate System, South Zone, as per NAD83 (1986 Adjustment). Control for bearings was from coordinates of monuments FRANK 73 and FRANK 174, established by the Franklin County Engineering Department, using Global Positioning System procedures and equipment, having a bearing of South 75° 57' 18" East between said monuments.

SOURCE OF DATA: The sources of recorded survey data referenced in the plan and text of this plat are the records of the Franklin County, Ohio, Recorder.

IRON PINS: Iron pins, where indicated hereon, unless otherwise noted, are to be set and are iron pipes, thirteen sixteenths inch inside diameter, thirty inches long with a plastic plug placed in the top end bearing the initials EMHT INC.

PERMANENT MARKERS: Permanent markers, where indicated hereon, are to be one-inch diameter, thirty-inch long, solid iron pins. Pins are to be set to monument the points indicated, and set with the top end flush with the surface of the ground and then capped with an aluminum cap stamped EMHT INC. Once installed, the top of the cap shall be marked (punched) to record the actual location of the point.

SURVEYED & PLATTED
BY



We do hereby certify that we have surveyed the above premises, prepared the attached plat, and that said plat is correct. All dimensions are in feet and decimal parts thereof.

- = Iron Pin (See Survey Data)
- = MAG Nail to be set
- ⊙ = Permanent Marker (See Survey Data)

By _____ Date _____
Professional Surveyor No. 7865

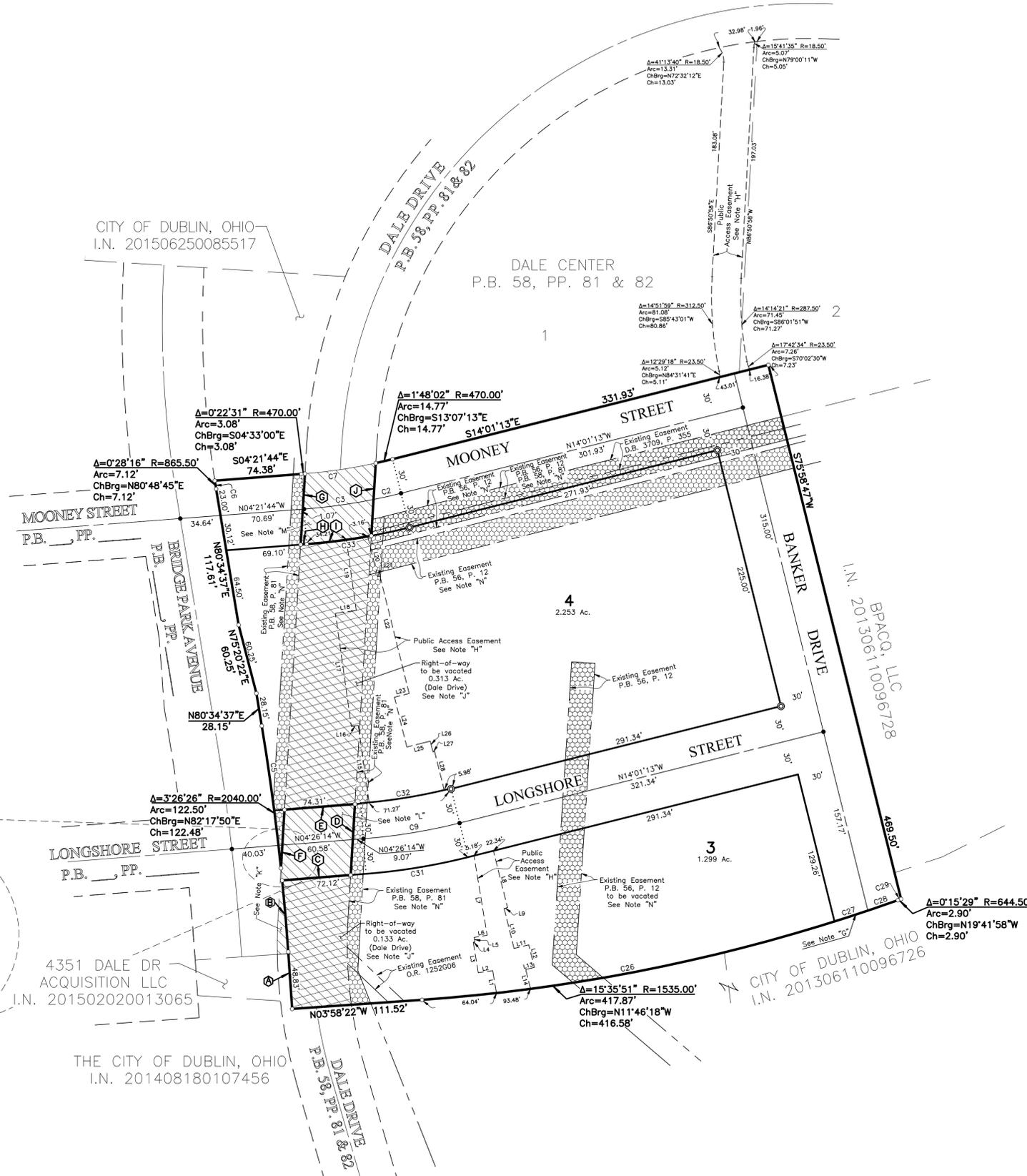
U:\2013\1481\DWG\CASHIERS\PLAT\20131481-AS-PLAT-SEC2.DWG printed by MASTON, JOHN on 7/20/2015 10:41:21 AM last saved by JMASTON on 7/20/2015 10:01:34 AM Xref: 20130725-AS-ATA.DWG & EASEMENTS.DWG

BRIDGE PARK SECTION 2

CURVE NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD DISTANCE
C2	2°45'57"	500.00'	24.14'	S 12°38'15" E	24.13'
C3	6°53'33"	500.00'	60.15'	S 07°48'31" E	60.11'
C9	9°34'59"	500.00'	83.63'	S 09°13'44" E	83.53'
C26	13°27'33"	1535.00'	360.58'	S 10°42'08" E	359.75'
C27	1°07'21"	1535.00'	30.07'	S 17°59'35" E	30.07'
C28	1°00'57"	1535.00'	27.22'	S 19°03'45" E	27.22'
C29	0°15'29"	644.50'	2.90'	S 19°41'58" E	2.90'
C31	9°34'59"	530.00'	88.65'	S 09°13'44" E	88.54'
C32	9°34'59"	470.00'	78.61'	S 09°13'44" E	78.52'
C33	9°39'29"	530.00'	89.34'	S 09°11'29" E	89.23'

LINE	BEARING	DISTANCE
L1	S80°33'46"W	19.41'
L2	S08°33'11"E	12.48'
L3	S80°35'52"W	26.37'
L4	N09°26'14"W	1.35'
L5	S80°33'46"W	3.94'
L6	N09°26'27"W	11.33'
L7	S80°33'46"W	68.78'
L8	N75°58'47"E	49.93'
L9	S15°04'08"E	3.00'
L10	N75°58'47"E	35.11'
L11	N14°01'13"W	13.00'
L12	N75°58'47"E	19.82'
L13	S14°01'13"E	7.65'
L14	N75°58'47"E	17.02'

LINE	BEARING	DISTANCE
L15	N81°58'47"E	66.72'
L16	N08°01'13"W	6.00'
L17	N81°58'47"E	97.48'
L18	S08°01'13"E	18.00'
L19	N81°58'47"E	60.75'
L20	N75°58'47"E	35.36'
L21	N14°01'13"W	2.00'
L22	N75°58'46"E	103.24'
L23	S14°01'13"E	13.00'
L24	N75°58'47"E	43.81'
L25	N14°01'13"W	13.00'
L26	N75°58'47"E	9.40'
L27	N14°01'13"W	1.44'
L28	N75°55'51"E	34.43'



NOTE "A" - MINIMUM SETBACKS: City of Dublin zoning regulations for Bridge Park East Section 2 in effect at the time of platting are established per chapter 153 of the City of Dublin Code of Ordinances.

Said zoning regulations and any amendments thereto passed subsequent to acceptance of this plat, should be reviewed to determine the then current requirements. This notice is solely for the purpose of notifying the public of the existence, at the time of platting, of certain zoning regulations applicable to this property. This notice shall not be interpreted as creating plat or subdivision restrictions, private use restrictions, covenants running with the land or title encumbrances of any nature, and is for informational purposes only.

NOTE "B" - At the time of platting, all of Bridge Park East Section 2 is in Zone X (areas determined to be outside of the 0.2% annual chance floodplain) as said zone is designated and delineated on the FEMA Flood Insurance Rate Map for Franklin County, Ohio and Incorporated Areas, Map Number 39049C0151K, with effective date of June 17, 2008.

NOTE "C" - UTILITY PROVIDERS: Buyers of the lots in the Bridge Park East Section 2 subdivision are hereby notified that, at the time of platting, utility service to Bridge Park East Section 2 for electric power is provided by American Electric Power and telephone service is provided by AT&T.

NOTE "D" - SCHOOL DISTRICT: At the time of platting, all of Bridge Park East Section 2 is in the City of Dublin School District.

NOTE "E" - ACREAGE BREAKDOWN: Bridge Park East Section 2 is comprised of the following Franklin County Parcel Numbers:

273-008834	0.871 Ac.
273-008867	0.337 Ac.
273-008868	0.034 Ac.
273-008994	3.078 Ac.
273-008998	0.188 Ac.
273-009155	0.096 Ac.
273-012463	0.110 Ac.
273-012464	0.081 Ac.

NOTE "F" - ACREAGE BREAKDOWN:

Total Acreage	5.241 Ac.
Acreage in Right-of-way	1.689 Ac.
Acreage in Remaining Lots	3.552 Ac.

NOTE "G" - No vehicular access to be in effect until such time as the public street right-of-way is extended and dedicated by plat or deed.

NOTE "H" - PUBLIC ACCESS EASEMENT: Grantor hereby grants to the grantee, its employees, agents, licensees and invitees, an exclusive, right and easement for the purpose of providing reasonable pedestrian access, ingress, egress, and passage over and upon the area depicted hereon for the purpose of providing passive or active recreation and gathering spaces open to the general public.

NOTE "I" - Existing private utility easements shown on this plat that conflict with proposed improvements will be vacated as required by the private utility company.

NOTE "J" - VACATION OF PUBLIC STREETS: The parts of Dale Drive dedicated to the City of Dublin, Ohio by the subdivision plat entitled "Dale Center", of record in Plat Book 58, Pages 81 and 82, shown hereon by cross hatching, are hereby vacated.

NOTE "K" - REDEDICATION OF PUBLIC STREETS: The parts of Dale Drive dedicated to the City of Dublin, Ohio by the subdivision plat entitled "Dale Center", of record in Plat Book 58, Pages 81 and 82, shown hereon by hatching, are hereby rededicated as Bridge Park Avenue.

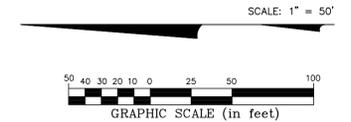
NOTE "L" - REDEDICATION OF PUBLIC STREETS: The parts of Dale Drive dedicated to the City of Dublin, Ohio by the subdivision plat entitled "Dale Center", of record in Plat Book 58, Pages 81 and 82, shown hereon, by hatching, are hereby rededicated as part of Longshore Street.

NOTE "M" - REDEDICATION OF PUBLIC STREETS: The parts of Dale Drive dedicated to the City of Dublin, Ohio by the subdivision plat entitled "Dale Center", of record in Plat Book 58, Pages 81 and 82, shown hereon by hatching, are hereby rededicated as Mooney Street.

NOTE "N" - RELEASE OF CERTAIN EASEMENTS: All rights and easements granted to the City of Dublin, Ohio, by the subdivision plats entitled "Village Square Center Phase II Easements" of record in Plat Book 56, Pages 12 and 13 and "Dale Center" of record in Plat Book 58, Pages 81 and 82, in, over and under the areas indicated hereon by hatching are hereby released and rendered null and void.

NOTE "O" - At the time of platting, electric, cable, and telephone service providers have not issued information required so that easement areas, in addition to those shown on this plat as deemed necessary by these providers for the installation and maintenance of all of their main line facilities, could conveniently be shown on this plat. Existing recorded easement information about Bridge Park East Section 2 or any part thereof can be acquired by a competent examination of the then current public records, including those in the Franklin County Recorder's Office.

- Ⓐ N86°01'38"E
48.83'
- Ⓑ A=1°42'56" R=2040.00'
Arc=61.08'
ChBrg=N85°10'10"E
Ch=61.08'
- Ⓒ S04°26'14"E
58.86'
- Ⓓ S86°30'03"E
60.58'
- Ⓔ N04°26'14"W
60.58'
- Ⓕ N86°30'03"W
50.01'
- Ⓖ N86°30'03"W
60.58'
- Ⓗ S04°21'44"E
5.21'
- Ⓘ A=6°02'24" R=530.00'
Arc=55.87'
ChBrg=S07°22'56"E
Ch=55.85'
- Ⓚ S86°30'03"E
62.05'



Hatch Legend

- Right-of-way to be vacated
- Right-of-way to be rededicated
- Easements to be released P.B. 56, P.P. 12 & 13 P.B. 58, P.P. 81 & 82

U:\2013\1481\DWG\CASHIERS\PLAT\20131481-NS-PLAT-SEC2.DWG plotted by MASTON, JOHN on 7/20/2015 10:40:57 AM last saved by MASTON on 7/20/2015 10:01:34 AM
 Xref: 20130725-NS-ATA.DWG & EASEMENTS.DWG

Mr. Stang added that the applicant, the owner of the studio will be late.

The Chair asked if the case should be delayed as it is on the Consent Agenda and will need consent by the applicant. Claudia Husak said if there were any questions, Mr. Lewis would be able to answer them.

The Chair said a formal presentation was not necessary and since there were no conditions on the case, she would call for a motion of approval.

Steve Stidhem said he assumed that other residents in the building are not opposing this.

Mr. Lewis said there are three individual tenants in the building and it is his understanding that they have not complained at all. He said one is an insurance agent, one is a chiropractor, and the other is a copier company. He confirmed that all the tenants have been informed.

Mr. Stang announced the owner of the studio just arrived.

Anna Brown provided her address for the record: 1169 Mulford Road, Grandview Heights, Ohio 43212.

Mr. Stang said approval is recommended for the Conditional Use with no conditions and a parking alteration from 32 to 16 spaces for the recreational use.

Motion and Vote

Ms. Newell made a motion, Ms. De Rosa seconded, to approve this application for Conditional Use with no conditions and a parking alteration from 32 to 16 spaces for the recreational use. The vote was as follows: Ms. Salay, yes; Mr. Miller, yes; Ms. Mitchell, yes; Mr. Stidhem, yes; Ms. De Rosa, yes; and Ms. Newell, yes. (Approved 6 - 0)

4. Bridge Park, Section 2 15-069FP

Riverside Drive & Bridge Park Avenue Final Plat

The Chair, Ms. Newell, said the following application is a request for a subdivision of 5.241 acres into two lots for development and create rights-of-way for portions of Mooney Street, Banker Drive and Longshore Street. Portions of Dale Drive will be vacated with this proposal. The site is north of SR161 and east of Riverside Drive. She said this is a request for review and recommendation of approval to City Council for a Final Plat under the provisions of the Subdivision Regulations.

Joanne Shelly presented a current aerial view of the location and noted the area that was included in the Preliminary Plat that was approved and highlighted the location of Block B Lots 2 & 3 in relation to the whole site. She said with the Final Plat there is the vacation of the existing Dale Drive and release of public easements; three new public streets (Longshore Street, Mooney Street, and Banker Drive); two lots (3 & 4); and public access easements for pocket parks and plazas that include the stormwater facility and the pedestrian bridge.

Ms. Shelly said the Final Plat has met all of the criteria. She said approval is recommended to City Council of this request for a Final Plat with five conditions:

- 1) That the applicant modifies the plat notes regarding right-of-way encroachments, public access easements, and stormwater easements, subject to approval by the Law Director and the City Engineer;
- 2) That the applicant ensures that any technical adjustments are made prior to City Council submittal;

- 3) That construction on the public improvements does not commence until an Infrastructure Agreement is approved by City Council;
- 4) That construction on the public improvements does not commence until the existing east/west segment of Dale Drive is vacated through City Council action; and
- 5) That construction on the public improvements does not commence until the applicant submits a construction phasing and sequencing plan to the satisfaction of the City Engineer.

The Chair asked the applicant if they had a presentation. Russ Hunter answered he did not.

The Chair invited public comment. [Hearing none.]

Chris Brown offered some trivia. He said the name Dale Drive comes from a combination of Dave Thomas and Len Immke that developed that corner.

The Chair noted that none of the Commissioners had any questions or comments to discuss with regards to this case.

Motion and Vote

Ms. Newell made a motion, Mr. Stidhem seconded, to recommend approval to City Council for this application for a Final Plat with five conditions. The vote was as follows: Ms. Salay, yes; Ms. De Rosa, yes; Ms. Mitchell, yes; Mr. Brown, yes; Mr. Miller, yes; Mr. Stidhem, yes; and Ms. Newell. (Approved 7 - 0)

Mr. Hunter thanked the Commission for “sticking it out” with them and thanked Staff as well.

Mr. Stidhem asked when this project is expected to be completed. Mr. Hunter responded by the end of the summer of 2016; changes will be noticeable in the spring; and in late summer/early fall, people will start to move into the housing units and restaurants will start to open. He reported that leasing is going really well. He indicated this project is inspiring other projects and will put Dublin on the map like we all envisioned.

Mr. Brown encouraged the applicant to continue to design per all of the suggestions made by the Commissioners. He said this Commission allows latitude towards dynamic design. He asked the applicant to keep an open mind like the Commission does.

Communications

Steve Langworthy said he was privileged to introduce the new Development Director, Donna Goss.

Steve Stidhem asked if it was possible to receive Staff's presentations in advance of the meeting like they receive other meeting materials because they are more easily deciphered than what is provided in the drop box.

Staff explained that those presentations often times are not ready for distribution until just prior to the meeting.

Claudia Husak explained that the materials provided about the BSD Sign Guidelines are meant for the meeting on September 3, 2015. She explained that while Rachel Ray has transitioned to Economic Development, she is shepherding this project through to the end and was able to complete the materials way in advance.

Planning Report

Thursday, 20 August 2015

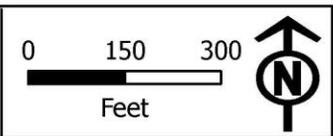
BSD Scioto River Neighborhood – Bridge Park B Block – Final Plat

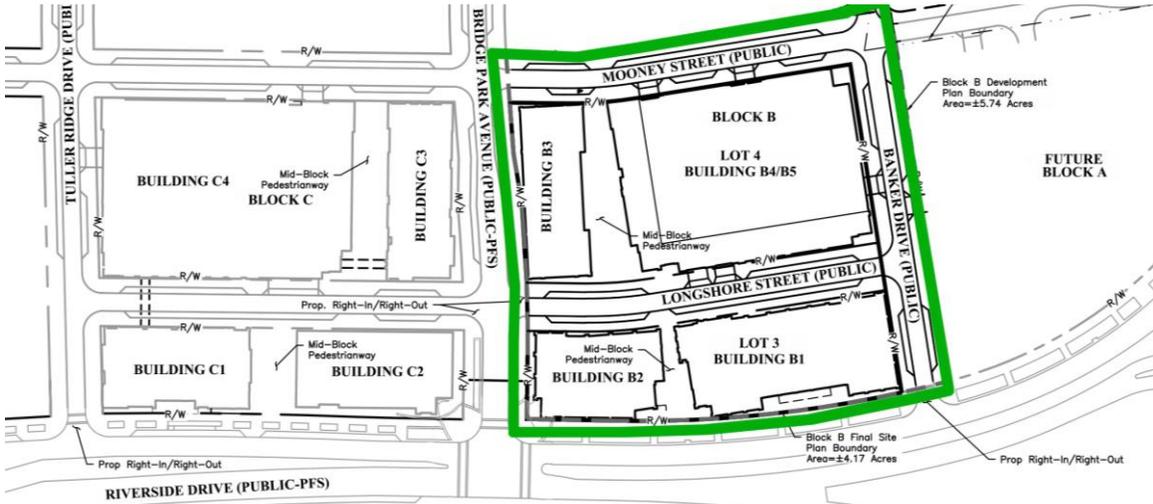
Case Summary

Case Number	15-069FP
Location	East side of Riverside Drive and Bridge Park Avenue, north of S.R 161
Proposal	This is a request to subdivide an approximately 5.24 acre site into two lots and three streets with associated ROW for the development of 4 mixed use buildings.
Property Owners	BPACQ, LLC; City of Dublin; Connelly Brueshaber Real Estate Holdings, LLC & 4351 Dale Drive Acquisitions, LLC.
Applicant	Nelson Yoder, Crawford Hoying Development Partners.
Planning Contact	Joanne L. Shelly, AICP, RLA LEED BD+C (614) 410-4662 jshelly@dublin.oh.us
Request	Review and recommendation of approval to City Council of a final plat under the provisions of the Subdivision Regulations (Chapter 152 of the Dublin Code of Ordinances).
Planning Recommendation	<p>Recommendation of approval of the final plat with conditions: Based on Planning’s analysis, the proposal meets the requirements of the Subdivision Regulations, subject to five conditions.</p> <ol style="list-style-type: none"> 1) That the applicant modifies the plat notes regarding right-of-way encroachments, public access easements, and stormwater easements, subject to approval by the Law Director and the City Engineer; 2) That the applicant ensures that any technical adjustments are made prior to City Council submittal. 3) That construction on the public improvements does not commence until an Infrastructure Agreement is approved by City Council; 4) That construction on the public improvements does not commence until the existing east/west segment of Dale Drive is vacated through City Council action; 5) That construction on the public improvements does not commence until the applicant submits a construction phasing and sequencing plan to the satisfaction of the City Engineer.



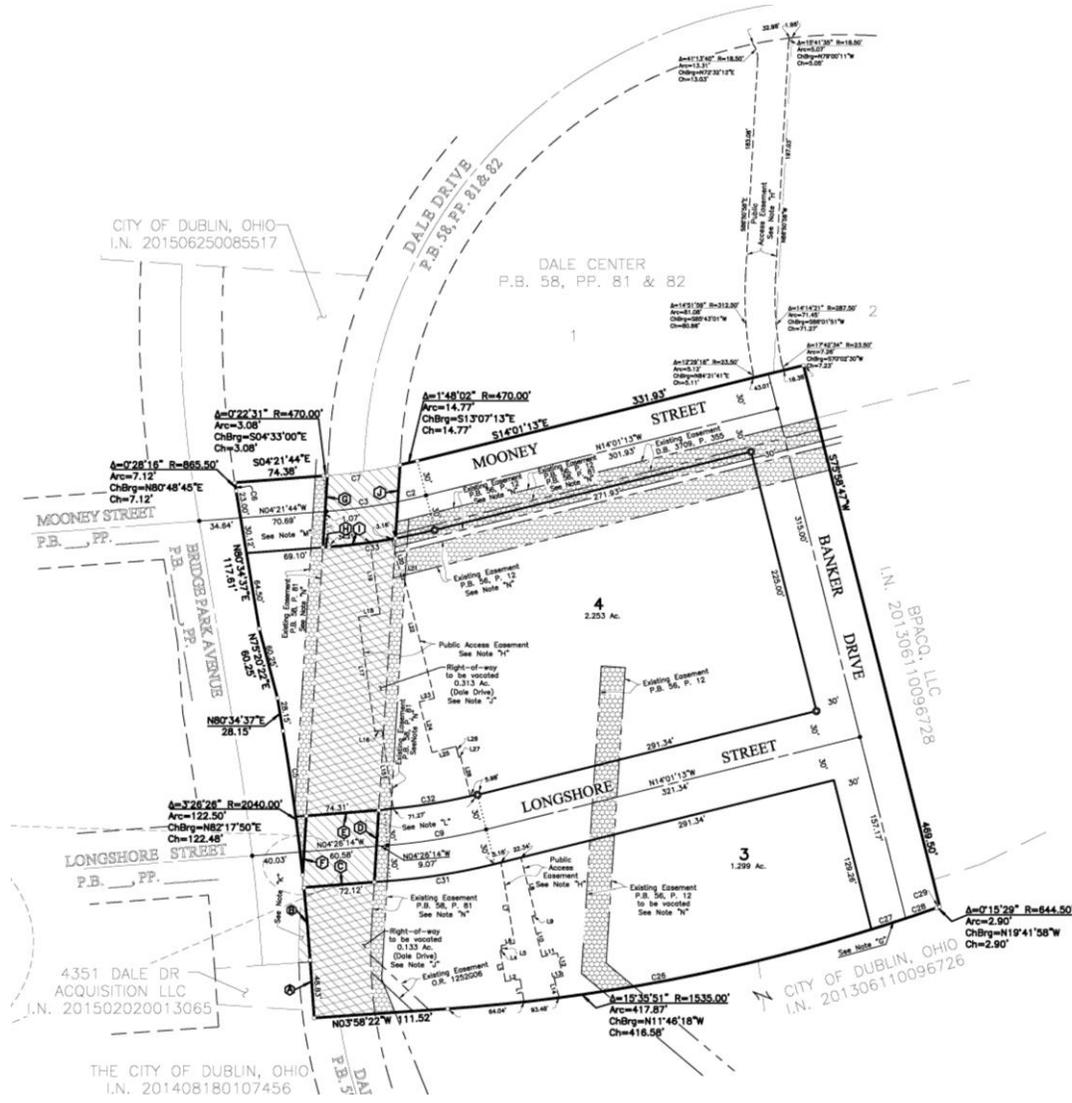
15-069FP
Final Plat
Bridge Park B Block





Site Plan of area to be platted

Data	
Site Area	± 5.241 acres; lots: 3.552 acres & ROW: 1.689
Zoning	BSD Scioto River Neighborhood District
Surrounding Zoning and Uses	<p>The site is located in the BSD Scioto River Neighborhood District and part of the first phase of the Bridge Park mixed use development.</p> <p>Adjacent lots to the north and south are also located in the BSD Scioto River Neighborhood District as is and the land to the east. Land to the west of Riverside Drive is part of the City’s Scioto River Park;</p> <p>A portion of Dale Drive will be vacated as part of this plat</p>
Final Plat	<p>The Bridge Park B Block section 2 plat subdivides 5.42 acres of land into two lots and three streets for development. Approval of the Development Plan approval preceded this application.</p> <p>The Site Plan Review for the B Block is being processed concurrently with this application as a separate case. (15-052DPSP-CU BSC)</p>
Case History	Refer to the case history at the end of this report.



Details & Analysis **Final Plat**

Plat Overview

The proposed plat subdivides 5.241 acres of land into two lots (3.552 acres) and 3 streets with ROW (1.689 acres).

Lot 3 is 1.3 acres and includes two mixed use corridor buildings; Lot 4 is 2.25 acres and includes one mixed use corridor building, one residential corridor building and one parking structure. Three streets will be created: Longshore Street, Mooney Street and Banker Drive with associated ROW. (Refer to case#15-052BSD-DP/BSD-SP CU).

Details & Analysis	Final Plat
Site Conditions	<p>The existing buildings and parking lots were removed after approval of a separate demolition and mass excavation application (refer to case #15-066MPR).</p>
Thoroughfare Plan	<p>Street, Sidewalk, and Bike path meet code requirements for locations and scale, Walkability standards, City construction standards and Streetscape Character Guide standards.</p> <p>Criterion met: Street widths, grades, curvatures, and other details comply with the appropriate Code Sections and Engineering requirements.</p>
Open Space	<p>1.08 acres of open spaces is required. One pocket park and five pocket plazas are distributed throughout the site, these areas total 0.33 acres. The fee-in-lieu of for the additional 0.75 acres was satisfied as part of the Development Agreement.</p> <p>Public access easements have been provided on the plat for the larger pocket parks. Public access easements will need to be dedicated to the City for each of the pocket plazas along the streetscape prior to occupancy of each of the buildings (refer to case 15-052DP/CU-BSD SP/-BSD). The final plat should note that these publicly accessible open spaces should be maintained by the property owner.</p> <p>Criterion met: No open space is required for non-residential development through the Subdivision Regulations. Necessary public access easements are noted on the Plat.</p>
Utilities	<p>The existing stormwater system consists of catch basins located in the parking area and the public street system. The electrical is serviced through an easement running parallel to West Bridge Street on the northern portion of the site. All existing utilities are to be removed and new services provided.</p> <p>Stormwater management for the project is proposed to be incorporated as amenities within the pocket parks in the middle of both blocks. The applicant will need to work with Engineering to ensure the plat notes for the stormwater easements are appropriately written.</p> <p>Criterion met: all proposed public utility easements have been outlined.</p>
Right-of-Way Encroachments	<p>The proposed pedestrian bridge connecting building B2 (mixed use building) to B3 (mixed use building) and B1 (mixed use building) with building B4/5 (parking garage) will encroach the Longshore Street right-of-</p>

Details & Analysis		Final Plat
	<p>way in a perpendicular manner. Prior to building occupancy, an aerial easement will need to be recorded (refer to case 15-052DP/CU BSD/SP-BSD).</p> <p>Criterion met with conditions</p>	
Subdivision regulations	<p>This proposal is generally consistent with the requirements of the Subdivision Regulations. The applicant must ensure that any minor technical adjustments to the plat are made prior to final City Council submittal.</p> <p>Criterion met with conditions</p>	

Recommendation	
Approval	<p>Following a recommendation by the Commission, the preliminary and final plat will be forwarded to City Council for final action. The plat can be recorded after City Council approval.</p> <p>The Bridge Park mixed-use development project involves the subdivision of 30.9 acres of land into multiple parcels/lots and blocks for development, in addition to the dedication of right-of-way, reconfiguration of lot lines, and right-of-way vacation. The preliminary plat, which was approved by City Council on March 9, 2015, was for the overall 30.9-acre site. Final plat sections will be submitted in phases coinciding with the project phasing.</p> <p>This proposal for The Bridge Park B Block section 2 final plat for complies with the final plat criteria and a recommendation to City Council for approval of this request is recommended with five conditions.</p>
Conditions	<ol style="list-style-type: none"> 1) That the applicant modifies the plat notes regarding right-of-way encroachments, public access easements, and stormwater easements, subject to approval by the Law Director and the City Engineer; 2) That the applicant ensures that any technical adjustments to the plat are made prior to City Council submittal. 3) That construction on the public improvements does not commence until an Infrastructure Agreement is approved by City Council; 4) That construction on the public improvements does not commence until the existing east/west segment of Dale Drive is vacated through City Council action; 5) That construction on the public improvements does not commence until the applicant submits a construction phasing and sequencing plan to the satisfaction of the City Engineer;

FINAL PLAT

Review of the plat is governed by Section 152, the Subdivision Regulations of the Dublin Code of Ordinances. The final plat is a technical analysis of the subdivision of land and require review and recommendation by the Planning and Zoning Commission and approval by City Council.

The Zoning Code does not contain specific criteria to guide the review of plats. The evaluation is based on the conformance of the plat with the requirements set forth in Sections 152.085 through 152.095, which are summarized below:

The proposed final plat document includes all the required technical information.

- Construction will be bonded and completed in an appropriate time frame, inspections will be conducted by the City in accordance with Engineering standards for improvements, and maintenance will be completed as per the development agreement.
- The proposed lots, street widths, grades, curvatures, intersections comply with the standards set forth in these Code sections.
- The proposed development complies with the open space requirements.

The Planning and Zoning Commission is to determine that the final layout and details of the final plat comply with the approved preliminary plat. The Commission is to consider the following factors in making its recommendation:

- 1) The final plat conforms with the approved preliminary plat;
- 2) The plat conforms to the adopted Thoroughfare Plan and meets all applicable and open space requirements and dedications; and
- 3) The final plat conforms to the subdivision and zoning regulations, municipal stormwater regulations, and other applicable requirements.

CASE HISTORY

Application for Final Development Plan, Site Plan, Conditional Use & Fee-in-Lieu

The Planning and Zoning Commission conducted a Review of the final Development Plan, Site Plan, Conditional Use and the Fee-in-Lieu request on the 9th of July 2015. The Development Plan, Conditional Use and Fee-in-Lieu were approved at this meeting. The PZC provided specific feedback regarding the site and architectural plans. The applicant agreed to table the Site Plan review, in order to address their comments and re-submit revised plans. The Site Plan will be reviewed by PZC on the 20th of August 2015 concurrent with this application.

Informal Review

The Planning and Zoning Commission conducted an Informal Review of the Bridge Park mixed-use development project on November 14, 2013 following an introduction of the project proposal as part of the Bridge Street District Scioto River Corridor Community Forum held on October 22, 2013.

City Council Informal

City Council provided informal feedback on the project at a Work Session held on May 12, 2014.

BSD Scioto River Neighborhood District – Zoning Code Amendment & Zoning Map Amendment

The first step in the formal development process was a City-sponsored Zoning Code amendment and area rezoning of land including the project area from a series of parcels with three different zoning district classifications to a single neighborhood zoning district. The new zoning district allowed a coordinated combination of regulations that applied across the previous three zoning districts.

Previous Submission of Applications for Basic Development Plan and Preliminary Plat

The ART made a recommendation to the Planning and Zoning Commission and City Council on July 31, 2014 on a previous version of the Basic Development Plan and Preliminary Plat. The proposal originally consisted of seven blocks for development subdivided by a series of public streets and private drives to be constructed over underground parking structures. The Planning and Zoning Commission approved the application for Basic Development Plan Review on August 7, 2014, and City Council approved the Preliminary Plat on September 22, 2014.

Informal Review of Revised Site/Architecture

Following City Council's review of the Preliminary Plat in September 2014, the applicant found that underground parking structures were not financially feasible. Accordingly, a revised plan showed all public streets and two above-ground structures, wrapped on at least two sides by residential uses. This required new Basic Plan Reviews. The applicant presented the revised site plan and architectural concepts to the Planning and Zoning Commission for an informal review on October 29, 2014. The applicant used the feedback

obtained from this meeting to prepare the formal application submission materials for this application for Basic Development Plan and Basic Site Plan Reviews.

Pre-Application Review

The Administrative Review Team conducted Pre-Application Reviews for this project on December 18 and 30, 2014. Comments were provided to the applicant to permit the application to meet the requirements of the Bridge Street District zoning regulations and the objectives of the Bridge Street District Area Plan.

Basic Development Plan and Basic Site Plan Reviews

The Administrative Review Team made a recommendation to City Council on the Basic Development Plan and Basic Site Plan on January 8, 2015, including a series of Waivers that had been identified early in the process.

City Council reviewed and approved the Basic Development Plan for the overall nine block area and the Basic Site Plan for the initial phases (four block area) on January 20, 2015. Council members discussed the public realm elements, including bicycle facilities and space for pedestrian activity, as well as the proposed architectural concepts. City Council members discussed the need for distinctive architecture and exceptional parking structures, as well as buildings with unique architectural features.

Preliminary Plat

The Preliminary Plat was submitted with the Basic Development Plan; however, the Subdivision Regulations require the Planning and Zoning Commission to review the Preliminary Plat prior to final review and approval by City Council.

The Planning and Zoning Commission reviewed the Preliminary Plat for the overall Bridge Park mixed-use development on February 5, 2015, and recommended approval to City Council after extensive discussion regarding the public realm, the proposed cycle track and bicycle facilities, and the adequacy of the space available for pedestrians along Bridge Park Avenue. The applicant indicated that additional information about the space dedicated to pedestrians and patio areas would be provided at the final Site Plan Review.

City Council approved the Preliminary Plat on March 9, 2015, following additional discussion on the bicycle facilities and pedestrian realm.



PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JULY 9, 2015

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

- 4. **BSD SRN- Bridge Park – B Block** **Riverside Drive & Bridge Park Avenue**
15-052 DP-BSD/SP-BSD/CU **Development Plan/Site Plan Reviews**
Conditional Use

Proposal: A new mixed-use development, including four buildings containing 229 dwelling units, approximately 42,600 square feet of office uses, 55,500 square feet of eating and drinking uses, and an 849-space parking structure on a 5.74-acre site. The proposal includes three new public streets and two blocks of development. The site is on the east side of Riverside Drive, south of the intersection of (future) Bridge Park Avenue.

Request: Review and approval for a Development Plan and Site Plan under the provisions of Zoning Code Section 153.066 and review and approval of a conditional use under the provisions of Zoning Code Section 153.236.

Applicant: Nelson Yoder, Crawford Hoying Development Partners.

Planning Contact: Joanne Shelly, AICP, RLA, LEED BD+C, Urban Designer/Landscape Architect

Contact Information: (614) 410-4677, jshelly@dublin.oh.us

MOTION #1: Victoria Newell moved, Cathy De Rosa seconded, to approve the Development Plan because the proposal meets all applicable review criteria, with two conditions:

- 1) That a Development and Infrastructure Agreement (as applicable) be approved by City Council and all impacted property owners prior to issuance of building permit (buildings B1 – B4/B5) and recording of the Final Plat for Bridge Park, Phase 1 (B Block); and
- 2) That a Master Sign Plan is approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3).

*Russ Hunter agreed to the above conditions.

VOTE: 5 – 0.

RESULT: The Development Plan was approved.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Bob Miller	Yes
Deborah Mitchell	Absent
Steve Stidhem	Absent

MOTION #2: Victoria Newell moved, Amy Salay seconded, to approve the Fee-in-Lieu of Open Space request to pay a fee in lieu of open space dedication for 0.75-acres of the required 1.08-acres of open space for this phase of the Bridge Park mixed-use development.

VOTE: 5 – 0.

RESULT: The Fee-In-Lieu of Open Space was approved.



PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JULY 9, 2015

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

- | | |
|--|--|
| 4. BSD SRN- Bridge Park – B Block
15-052 DP-BSD/SP-BSD/CU | Riverside Drive & Bridge Park Avenue
Development Plan/Site Plan Reviews
Conditional Use |
|--|--|

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Bob Miller	Yes
Deborah Mitchell	Yes
Steve Stidhem	Yes

MOTION #5: Victoria Newell moved, Chris Brown seconded, to table the 13 Site Plan Waivers and the Site Plan Review at the request of the applicant.

VOTE: 5 – 0.

RESULT: The Site Plan Waivers and the Site Plan Review were tabled.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Bob Miller	Yes
Deborah Mitchell	Absent
Steve Stidhem	Absent

STAFF CERTIFICATION

Joanne L. Shelly, AICP, RLA, LEED BD+C
Urban Designer/Landscape Architect

**4. BSD SRN- Bridge Park – B Block
15-052 DP-BSD/SP-BSD/CU**

**Riverside Drive & Bridge Park Avenue
Development Plan/Site Plan Reviews/
Conditional Use**

Ms. Newell said the following application is a request for a new mixed-use development, including four buildings with residential, office and restaurant uses and a parking structure on a 5.74-acre site. She said the proposal includes three new public streets and two blocks of development. The site is on the east side of Riverside Drive, south of the intersection of (future) Bridge Park Avenue and is a request for review and approval of a Development Plan and Site Plan under the provisions of Zoning Code Section 153.066 and review and approval of a Conditional Use under the provisions of Zoning Code Section 153.236. She explained that the Commission is the final authority on this entire application and swore in anyone that had intended to address the Commission on this application.

Joanne Shelly presented Block B for Phase 1 of Bridge Park and showed the site, highlighting the two blocks for this application. She explained there will be six motions needed this evening. She said the Basic Development Plan and Basic Site Plan were approved in January, the Preliminary Plat in March and the Development Plan and Site Plan for Block C have also been approved.

Ms. Shelly said the Development Plan itself is consistent with the Basic Development Plan and grid network for the streets, adding three new streets (Banker Drive, Longshore Street, and Mooney Street). She pointed out that the shopping corridor runs along Riverside Drive and Bridge Park Avenue.

Ms. Shelly said the Site Plan has two lots consisting of four mixed-use buildings, six open spaces (.33 acres), and parking spaces that also include bicycle racks in the garage and on the street. She explained the four mixed-use buildings are divided into 228 Dwelling Units, 42,644 square feet of Office space, 55,500 square feet of Restaurant/Retail, a 284,534 square-foot Parking Structure (850 spaces), and 18,141 square feet for Service areas.

Ms. Shelly presented building B1 as a mixed-use corridor building with the first floor as commercial, second floor as office, and the rest as residential. She presented building B2 as a mixed-use corridor building with the first floor as commercial, second floor as office, and the rest as residential. In addition, she said this is the primary building for the shopping corridor and positioned on the "Gateway" corner and vista from the future pedestrian bridge. The B3 building was presented rising up with the slope on Bridge Park Avenue consisting of mainly commercial on the first floor and residential above. She presented building B4, which is a wrap-around portion of the parking structure that is completely residential. However, she said there is a service component servicing all the buildings. She noted the parking structure faces Mooney Street and Banker Drive.

Ms. Shelly presented the areas of Open Space (1.08 acres are required) that include one Pocket Park (0.22 ac) and five Pocket Plazas (0.11 ac total). She said the applicant is requesting a Fee-In-Lieu with a supplemental from the Scioto Riverside Park (0.75 ac).

Ms. Shelly noted that the ART reviewed the Building Types and Architecture including the Terminal Vistas and Pedestrian Experience. She said they wanted to ensure the C1 building and the B2 building complimented each other as well as the plaza spaces below. She reported Staff worked with the applicant to find a good pedestrian scale and some of the details will be worked out with the streetscape. She said the applicant was advised to coordinate details through Building permitting, Master Sign Plan Reviews, and Waiver conditions as tenants build out. Resident bridges were also reviewed she said for how they would affect the spaces in character and the pedestrian experience. She noted a diversity of screening was discussed for safety and crime prevention.

Ms. Shelly said the ART reviewed the Open Spaces and concluded the types and distribution are appropriate but suitability is still being discussed as more seating may be needed, etc. She said the Shopping Corridors and Pedestrian-Oriented Streetscapes are in line with the guidelines. The site lighting she said is still being worked through to provide the best crime prevention.

Ms. Shelly summarized the ART's Review:

- Development Agreement
 - Fee-in-lieu for 0.75 acres of open space
 - Open space easements
 - Pedestrian bridge easements
- Coordination through Permitting
 - Open space design
 - Seating
 - Pervious surfaces
 - Streetscape furnishings coordination
 - Street / open space lighting
 - Parking facility operations & management
- Administrative Departures (8)
 - Elements that meet the intent of the Code and comply within 10% of the Code requirements.

Ms. Shelly concluded her portion of the presentation to turn it over to the applicant.

Russ Hunter, Crawford Hoying Development Partners, 555 Metro Place, thanked the Commission and Staff for their support and time through this process. He said the applicant is here tonight to continue the momentum and passion from Block C for the development of Block B. He explained the vision for Bridge Park is of a thriving modern neighborhood catering to everyone from young professionals to empty-nesters. He said tonight's development will complete the streetscape for the first two blocks of Bridge Park.

Mr. Hunter presented Block B and all of its buildings starting at Sawmill Road. He described the various buildings and how they were updated, showed the vista of the future pedestrian bridge, and noted the continuation of the resident bridges. He pointed out the change the applicant made to the Tower by adding outdoor balconies. He said building B2 is the gateway building and has the most outdoor space than any other building. He presented the various open spaces and how they were updated and places for public art noting the area called the "passage".

Mr. Hunter pointed out the changes made for more effective lighting. He showed where pervious surfaces replaced impervious surfaces and explained why the changes were being proposed. He presented a variety of bike racks.

Mr. Hunter discussed the addition of a pedestrian entry on the east façade of the garage along Mooney Street that is to provide to prevent pedestrians from walking in the drive aisle.

Mr. Hunter discussed the brick return detail on balconies proposed to offer more variety.

Amy Salay asked about the undersides of the balconies. Mr. Hunter said they are finished solid.

Victoria Newell inquired about wall sections.

Mr. Hunter provided composite metal panels and metal mesh material examples to discuss. He said the applicant would like as big of a palette of materials as appropriate.

Bob Miller asked which manufacturer these came from. Mr. Hunter answered Citadel. He said the metal mesh provides depth that cannot be achieved with many other materials.

Ms. Salay asked if the metal mesh proposed for the side of the parking structure will be illuminated. Mr. Hunter replied the mesh would be illuminated with brick behind it to provide depth.

The Chair invited public comment. [There were none.]

Ms. Shelly reiterated the six motions.

Ms. Shelly said approval is recommended for the Development Plan with two conditions:

- 1) That a Master Sign Plan is approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3); and
- 2) That a Development Agreement must be approved by City Council and all affected property owners prior to issuance of building permit for buildings B1 – B4/B5 and before the Final Plat for Bridge Park, Phase 1 (B Block) can be recorded with the County.

Ms. Shelly said approval is recommended for Fee-in-Lieu for open space dedication of 0.75 acres of the required 1.08 acres for this phase of the Bridge Park mixed-use development.

Ms. Shelly said approval is recommended for the Conditional Use to allow parking structures to be visible from the right-of-way with three conditions:

- 1) That the interior circulation plans are revised at building permitting to allow for adequate stacking spaces at each entry to the garage between the right-of-way and the entry gate (building B4/B5)
- 2) That the applicant verify, through permitting process that cameras will monitor pedestrian activity in the parking structure from a remote location, or if other security measures will be taken; and
- 3) That the applicant enhances the Mooney Street pedestrian entrance with pedestrian scale features and protection from the adjacent vehicular entry.

Ms. Shelly said approval is recommended for two additional Primary Materials -

1. Composite Metal Panels (CMP); and
2. Stainless Steel Metal Mesh Panels (MMP)

With one condition:

- 1) That the material selection and construction detailing be provided at the Site Plan Review.

Ms. Shelly said approval is recommended for 13 Site Plan Waivers with conditions associated with each:

1. §153.062(D)(1)(a)-(c), Parapet Roof Type

- a. *Parapet roof height shall be between 2 ft. – 6 ft. in height;* A request to allow the height of parapets to drop below the minimum height of 2 ft. in numerous locations on buildings B1, B2, B3 & B4 as the roofline jogs in height across the elevations.
- b. *Parapets shall wrap around all sides of the building;* A request to allow parapets which are not continuous. Parapets are present on portions of the front and side facades of all buildings, but as the roofline jogs up and down along the elevation, the parapet is not continuous.
- c. *Horizontal Shadow Lines:* Encouraged to distinguish parapets from upper stories and to define the top of the parapet. Horizontal shadow lines have been incorporated to define the tops of some parapets, but not always between the upper story and the bottom of the parapet.

One condition: That the rooftop and parking garage mechanical units are screened in an architecturally appropriate manner in accordance with Zoning Code Section 153.065€(3) subject to Planning approval prior to building permitting.

2. §153.062(E)(2)(a) Building Types, Materials, Façade Material Transitions

- a. Material transitions shall occur at an inside corner; A request to allow the materials to transition at the return of the primary material to the material on the balcony interior for buildings B1, B2, B3.

One condition: That the applicant provide plans detailing the material transitions on the balconies for buildings B1, B2, and B3 at building permitting, subject to Planning and Building Standards approval.

3. §153.062(N)(4)(a)5, Façade Requirements

- a. *Visible Vents/AC Units/Other Utility Elements*; these elements are not permitted to be part of any street-facing façade, unless permitted for individual building types. A request to allow dryer vents, range vents and fresh air intake vents located on street facing facades of buildings B1, B2, B3, and B4.

One condition: That the materials and colors are selected to match building material colors, subject to Planning approval.

4. §153.062(O)(5) & (12) (1)a, Building Siting

- a. *Front Required Building Zone, 0-15 ft.*; A request to allow building B1 to have 128 ft. of the building façade outside of the RBZ due to a recess in the building centered on the façade to create a large entry and private patio. A large staircase enhances the public streetscape and accommodates some change in grade.
- b. *Corner Side RBZ, 5-25 ft.*; A request to allow building B5 (parking garage) to encroach on the RBZ below the min. 5 ft. requirement.
- c. *Right-of-Way Encroachments, none allowed*; a request to allow the pedestrian bridge to encroach over the public ROW of Longshore Street from building B1 to building B5.

One condition: That the applicant note encroachments on the Final Plat and/or obtain aerial easements, subject to Engineering approval.

5. §153.062(O)(5)&(12) (a)(2), Buildable Area

- a. *Maximum Impervious Lot Coverage, 80%*; A request to allow 98% impervious lot coverage for:
 1. Lot 3 – buildings B1 & B2; and
 2. Lot 4 – buildings B3 & B4/B5

One condition: That the applicant continue to work with Staff to improve the percentage of pervious coverage in the open spaces.

6. §153.062(O)(5)(d)1-2, Façade Requirements, Transparency

- a. *Ground Story Street Facing Transparency, 60% min.*; A request to allow less than the 60% transparency required for building B4 west, east & south elevation at residential units. Typical residential transparency would be 30%.
- b. *Street Façade, Blank Wall Limitations, not permitted*; A request to allow a blank wall on building B4 (west elevation) due to grade changes.
- c. *Non-Street Façade, 15% min.*; A request to allow less than 15% transparency required for building B4 (north elevation) due to the change in grade across the site.
- d. *Non-Street Façade, Blank Wall Limitations, not permitted*; A request to allow a blank wall on building B1 & B4 (north elevations) due to service rooms on the building interior.

One condition: That the applicant continue to work with Planning to provide appropriate screening.

7. §153.062(O)(5)(d)3, Building Entrances

- a. *Principal Entrance Location, on primary street façade;* A request to allow building B2 entrance not on a PFS and building B3, primary entrance on the open space and not on the primary façade.
- b. *Street Façade Number of Entrances, 1 per 75 ft.;* A request to allow the 2 lobbies for building B4 to substitute for the 4 required street entries.
- c. *Street Façade Number of Entrances, 1 per 75 ft.;* A request to allow less than the required number of entries per street façade for building B5, east elevation 4 required, 1 provided; south elevation 3 required, 1 provided (through lobby); west elevation 1 required, 1 provided.

8. §153.062(O)(5)(d)4, Façade Divisions

- a. *Vertical Increments Divisions, no greater than 45 ft.;* A request to allow the following deviations which are greater than the 45 ft. maximum due to variations in the overall building design.
 - a. B1 – west, south & north elevations at parapet
 - b. B2 – west elevation at parapet
 - c. B3 – north, south, east & west elevations at parapet
 - d. B4 – north west section adjacent to bldg. tower
 - e. B5 – east & south elevations over garage vehicle access points
- b. *Horizontal Façade Divisions, within 3 ft. of the top of the ground story;* A request to allow building B5 to forego horizontal façade division requirements where the façade is covered by the green screen screening material.

9. §153.062(O)(5)(d)5, Façade Materials

- a. *Permitted Primary Material, Stone, Brick & Glass, min. 80%;* A request to allow façade materials to be less than 80% on the following elevations:
 1. B1 – east elevation, 71%
 2. B3 – north elevation, 56% & south elevations, 71%
 3. B4 – north elevation, 69% & east elevations, 69%
- b. *Permitted Secondary Façade Materials, max. 20%;* A request to allow secondary façade materials to exceed 20% on the following elevations:
 1. B2 – east elevation, 25%
 2. B4 – north elevation, 31%, east elevation, 31% & west elevation, 24%

10. §153.062(O)(12)(d)6, Parking Structure, Roof Types

- a. *Tower height/width, max. height may not exceed width;* A request to allow the height and width to exceed the allowable height of 14 ft. and width of 14 ft. for the tower on the following buildings:
 1. Tower height: B4/B5 16.88 ft.
 2. Tower width: B4 – south elevation 41.61 ft. & west elevations 27.15 ft. wide
 3. Tower width: B5 – north elevation 34.85 ft. & west elevations 48.18 ft. wide

11. §153.064(G)(1)/Table 153.064-A, Open Space Types

- a. *Pocket Plazas, min. 300 sq. ft. / max 1,200 sq. ft.;* A request to allow The “Plaza” – pocket plaza to exceed the size requirements for pocket plazas.

12. §153.065(B)(5)(a)-(d), Site Development Standards Parking Structure Design

- a. *Entrance/Exit, Number of Exits Lanes 5 required;* A request to allow one less (4) than the required entry/exit lanes.

- b. *Stacking Spaces, two 20 ft. stacking spaces to be provided between ROW and entry gate;* A request to allow the stacking to occur interior to the structure.
- c. *Interior Circulation, Ceiling Clearance, 12 ft. req.;* A request to allow the Mooney Street entry to be 10.66 ft. which is less than the minimum requirement.
- d. *Pedestrian Safety/Circulation – Maximum distance to nearest exit 200 ft.;* A request to allow the maximum distance to the nearest exit to be exceeded by 60 ft.

13. §153.065(I)(2)(a), Walkability Standards

- a. *Mid-Building Pedestrianways, Requiring a mid-building pedestrianway on buildings over 250 ft. in length;* A request to allow the following: B4 – 291.48 ft. building length without a mid-building pedestrianway.

Ms. Shelly reiterated that there were 10 Building Type Site Plan Waivers and three Site Development Standard Site Plan Waivers. She said approval is recommended with conditions noted for the 13 Site Plan Waivers.

Ms. Shelly said approval is recommended for a Site Plan Review with the following 11 conditions:

- 1) That a Development Agreement be approved by City Council prior to issuance of building permits for any of the buildings (B1 – B4/B5), and that the agreement include the aerial easements for the pedestrian bridge encroachments;
- 2) That the applicant obtains Minor Project approval for any ground floor tenant that elects to install a patio and/or modify the exterior tenant storefronts, prior to tenant occupancy;
- 3) Building Type Conditions
 - a. That the applicant provide plans detailing the material transitions on the balconies for buildings B1, B2, and B3 at building permitting, subject to Planning and Building Standards approval;
 - b. That the applicant provide additional details for the canopies at the building entrances, including material, illumination, and mounting details, prior to building permitting and to be reviewed and approved by the Planning and Zoning Commission with the Master Sign Plan or by the ART through the Minor Project Review process, as applicable;
 - c. That the applicant continue to work with the City and the DAC as they develop the final elements for the building B2 and Bridge Park Avenue pocket plaza located at the terminal vista of the pedestrian bridge; and
 - d. That the applicant selects vents that are coordinated with the color of the adjacent exterior building finish materials, or that they are painted a coordinating color, subject to Planning approval.
- 4) Open Space Conditions:
 - a. That the applicant continue to work with ART to provide a variety of design and seating opportunities within the pocket plaza prior to building permitting, subject to Planning approval;
 - b. That the building permit plans and Final Plat include notes that state that the Pocket Parks and Pocket Plazas will be owned and maintained by the property owner, with public access easements; and
 - c. That the applicant continues to work with Staff to ensure that additional pervious pavement is provided within the open space, subject to Planning and Engineering approval at building permitting.

- 5) Parking & Loading Conditions:
 - a. That the applicant provides information about how the parking spaces within the garage are to be controlled and/or designated for resident use, valet use, etc. at building permitting; and
 - b. That the applicant provide the cut sheets for the bicycle parking facilities (on-street and in the garages) at building permitting, subject to Planning approval.
- 6) That the plans demonstrate compliance with the City of Dublin Stormwater Management Design Manual at building permitting, subject to approval by the City Engineer;
- 7) That the applicant addresses Engineering comments subject to approval by the City Engineer;
- 8) Screening Conditions: That the rooftop and parking garage mechanical units are screened in an architecturally appropriate manner in accordance with Zoning Code Section 153.065(E)(3) subject to Planning approval, prior to building permitting;
- 9) That the applicant revise the lighting plans and provide fixture power and efficiency information at building permitting to verify that the exterior lighting requirements of Zoning Code Section 153.065(F) and Engineering standards are met, subject to Engineering approval at building permitting;
- 10) That a Master Sign Plan be approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3); and
- 11) That the applicant addresses the comments in the "Additional Plan Review/Detail Comments" section of this report at building permitting.

Ms. Shelly concluded her recommendations by summarizing the six motions.

Chris Brown said he was a big supporter of this project overall and how he appreciated the applicant listening and responding to the Commission's comments all along. He referred to the building variety statement – "Each building has a unique character, which is expressed through a variety of material finishes and details particularly at pedestrian street level." He indicated the applicant did a good job at the street level. He said he liked the rhythm and scale of the buildings; streetscape; the warehouse feel of the B3 building; and the parking garage. He said he thought the variety for building materials were missed at the tops of buildings where he sees a field of cementitious panels with a little bit of composite metal panels used. He stated the City's investment in this site and producing a 'Class A' location, deserves a 'Class A' building with 'Class A' materials. He indicated he thought someone was doing a lot of value engineering on the backside of this project. He stated he is a fan of metal panels and represented the panel the applicant has specified during his career. Unfortunately, he said, this panel he would put on a lower class level (B or C). He indicated he did not mind less expensive materials on less prominent streets/secondary streets as opposed to Bridge Park Avenue. He said he likes the green screen on Block C but would like variety for Block B. He reiterated he likes the buildings overall; the ins/outs; the up/down; the plazas; the second floor terraces; and the balconies that are very dynamic. He reiterated his biggest objection was the materials and that prominent buildings should not be value engineered down to that extent.

Ms. Newell inquired about the opinion for fiber cement.

Mr. Brown said there are all sorts of panels on the market to which he is not opposed. He said there is no variety at the top of the buildings and the tops will be visible across the river as this is on a hillside.

Ms. Newell said she too found elements in Block B she had seen in Block C. She indicated she was fearful of continuing every building with cementitious siding. She said she liked the introduction of some of the new screening materials.

Mr. Brown referred to one of the earliest planned communities – Seaside, in Florida. He said it is all the same materials used in different methods and patterns and is phenomenally successful. He indicated he recognizes the 'sense of place'.

Ms. Newell said there are different types of siding materials and encouraged the applicant to play with the change of plane.

Cathy De Rosa concurred that it would be great to see alternatives to the tops of the buildings. She said she has been taken by the human scale of this project and how the applicant is trying to make the pedestrian experience a positive one. She encouraged the applicant to be artistic with the column and supports new primary materials. She indicated a surprise element is nice to have. She questioned where people are going to be sitting on the patios as she envisions the grill with one chair.

Nelson Yoder, Crawford Hoying Development Partners said managing how the balconies/patios will be furnished will be an operational issue but no grills will be permitted on the patio; it will be a lease restriction. He said like their property on Lane Avenue, the color of chairs is controlled and Christmas lights or garland cannot be draped across the area. He indicated the best solution might not be the easiest solution, which is to "police" it. He suggested from an aesthetic standpoint, policing it in the lease restrictions could ensure compliance.

Ms. De Rosa asked what happens in the winter with the green screen/wall. Ms. Shelly responded the choice of plants has gone back and forth. She provided the example of clematis that climbs and looks beautiful in the summer but dies back in the winter. She said the trumpet creeper is a vine that will maintain a lot of its leaf structure and the vine structure is "twisted" and elegant, providing texture throughout the entire winter. She added trumpet creeper turns color in the fall and is one of the first plants to leaf out in the spring. She said the green screens will need to be pruned from time to time to give it some dimension and not turn weedy/messy.

Ms. De Rosa referred to pages L2 – 5 for Open Spaces. She indicated she liked the variety and incline and the edging that becomes seating. She said she found many phenomenal and interesting things on the web. She asked if there is an opportunity to use an alternative material to the cement benches.

Mr. Hunter indicated that was a conscious choice. He said many of the paver materials used that are either consistent with or complimentary to the public streetscape are a darker material. He said the applicant is using many different textures.

Ms. De Rosa encouraged providing surprises around the corner. She also suggested there be more opportunities for lighting. She said lighting does not have to be bright to create an interesting feel and lighting will have a bit of an impact on this project.

Mr. Hunter said it is a real balancing act in those two particular cases because there is residential so close.

Ms. Newell asked if the lights were dimmable because that can be easily achieved with LED lights.

Ms. Shelly said it is part of the conditions in the Waivers that the applicant continue to work with Staff on the lighting because there have been concerns with the lighting levels.

Ms. Newell said she is not a huge fan of streetlights and prefers lights that are down at the pedestrian level that are not brilliantly bright. She asked how the LED light is shielded, as they can be too intense.

Mr. Hunter said he will be conscious of the Commission's concerns as they work through the lighting plan.

Ms. Shelly said Staff is ensuring the applicant meets the City's dark sky initiatives.

Bob Miller said he loved Block C and likes Block B. He said the Staff's presentation was awesome and recognized the hard work that went into it. He said it appears the same design team is bringing out a similar architectural feel and it makes it feel a little bit more sterile. He said he is not sure Blocks C & B should be so similar in this district and said there should be more diversification. He noted that material is a big part of it. He stated he loved the brick returns and has no problem with the composite metal panels or the metal mesh materials. He indicated we seem to be leaning towards the lower end on the amount of parking spaces. He said he would hate to hear that people love this place but cannot find a place to park. He suggested the applicant err on the side of more parking spaces. He said overall, he liked a lot of what the applicant was proposing. He said he loves the outdoor tenant spaces. He indicated this application should have a little more zip to it and diversification from Block C. He said a lot of cementitious material was being used. He said he loves the parking garage as he was not crazy about the first one.

Ms. Salay said she agreed with Chris about the metal and cementitious siding. She said she struggled with the batten on the siding as they do not age well. She said she is not a fan of the two metal columns on building B1 but loves the building otherwise. She said she is concerned with the look after 15 years.

Mr. Hunter said with many of these products, they could be refinished and repainted.

Ms. Newell said that some metal panels fair better than others; it depends on the manufacturer and the quality of their detailing.

Mr. Brown said he wants this project to be successful. He said a couple of weeks ago when sign standards were discussed, Easton was brought up. He referred to a warehouse type structure in Easton where the brick goes all the way to the top.

Mr. Hunter said that building is four stories of brick and then it steps back.

Mr. Brown said with Block C, everyone ended up happy. He said if Block B was brought first, he probably would have said it looks great but when the two are combined, with the sheer quantity of the same design language, it becomes an issue. He said he agreed with Ms. Salay that the batten system is dirty and will detract from what we are trying to build here. He indicated when he looks at the competition in New Albany, Westerville, and Grandview Heights, Dublin is getting something less than they are in terms of materials, not design.

Mr. Yoder said this is a far superior project than the one in Grandview Heights and costs far more to create and build. He said this is a legacy project for Crawford Hoying Development Partners and understands it is a legacy project for the City as well.

Mr. Yoder explained as they approach these projects, they create variety by looking at the project holistically. He said building C3 is on the north side of Bridge Park Avenue and is quirky and funky and has brick that goes to the top story. He said across the street, the cementitious panels come down one level actually makes the difference. He noted the big focus is on the ground floor and they are spending millions of dollars in these open spaces to create an experience for the average Dublin resident, not for someone that lives here who is paying as much as a mortgage on a house but for an apartment that is not small. He indicated the apartments are so large that they are meeting with a feasibility consultant because of the amount of rent required for this size of units and the cost per square foot rent requirements are intense due to everything the Commission is asking for. He said they take this very personally; they are very passionate about what they are doing, they love what they do, and believe the project is headed in the right direction.

Mr. Yoder cautioned the Commission to not think for a minute that they are trying to be cheap. He said this is far superior to what you have in any of the communities mentioned as competition. He said it is hard to tell from the printed board images which are cartoon-like but it would be hard pressed to go through some of Paul Kelly's images and call them sterile or uninteresting. He indicated the applicant has

approached this from a design perspective trying to create lightness as you go up from the ground plane. He said as you walk down the street, you see extremely expensive high-end materials, how do you feel. He said people on the ground plane are 50 feet away from the materials we are talking about here.

Mr. Yoder said the applicant has been very cautious about what they do to ensure that the buildings will look good in the long term and can be very well maintained. He said if the applicant uses cementitious panels and they start to look bad, they are going to paint it; they do not want it to look any worse than the Commission does. He said he has a lot of his career left and envisions driving by this building in many years to come and it will still look fantastic. He said design is subjective and everyone has an opinion and a lot of what we talk about here, is subjective. He said our design solutions were developed for the most part by a Harvard grad, a Yale grad, and an MIT grad that came up with these concepts and then (the team) refined them with the Commission's input to get at something we all feel really good about. He said they are all based on opinions so we can sit here today and say boy that material in one particular spot looks bad and our design director will say it looks great and every Dubliner that walks down the street is going to have a different opinion as well.

Mr. Yoder said as we sit here and look holistically at the entire project he said, we do not have the benefit of just looking at how specifically the design is going to look; we have to think about how everything is coming together, facing the real realities of cost of construction and what the people who live in Dublin and want to live here can afford paying. He said they err whenever they can on the side of spending more than they probably should and more than anyone else has, all with the idea of creating a great project. He said he senses a bit of "you are value engineering", "you are cheapening the project" and he would adamantly say that is completely the opposite of what is going on with this project in general. He asked if there are issues with specific materials they want a very clear direction with what is required and the thoughts of the Commission to try to address these issues because the last thing he wants to do is have a series of subjective comments that they do not understand how to react to or what in fact to have on this project.

Mr. Brown said he did not mean to question the applicant's motives in any regard; he said he knows the applicant wants a high quality project and for this to be successful long-term. He said to please accept his comments as simply his comments. He said he has a problem with the batten and the method by which the composite panels are joined. He said dirt is being captured in a batten and it tends to create a dirty look and there is a way for a local fabricator to fabricate it making it less expensive and that is not necessarily a bad thing, but the skill of the fabricator comes into question. He is said it has been his experience that it is a mistake to get a local fabricator.

Mr. Brown said they went through this discussion with Block C and what would happen on Riverside versus Bridge Park Avenue as one is traveling up the hill. It may be okay to have lesser materials because there are different things there. He said it's the ponderous of the same material and the potential use of that particular panel system, to his way of thinking it is an inferior product with a plywood core that is not as stable particularly when the edge is not captured correctly; it is a great panel in the right application but does not deserve to be on Riverside Drive and on those buildings.

Ms. Newell said they do not have the ability to regulate the quality of the materials but it is a legitimate concern that they face Bridge Park Avenue and Riverside and there are other panels that are better quality. She likes the use of panels on the building and likes the introduction of metal panels. She said architecture is subjective and they are not always going to agree. She likes the tall elements on the building in the center and the play between the cementitious panel siding and the metal panels and would like to have relief from not every building having cementitious panels which is the purpose of the suggestion for the center building because it is a focus of making that building be different. She suggested the top looks like a glass top and to play with spandrel glass or tile to give the relief from every top of the buildings having cementitious panels across it.

Ms. Newell said the landscaped areas are wonderful and will be what makes this project and she is excited about the project and overall likes the buildings.

Ms. De Rosa said that the perspectives that it is very easy to look at these buildings at one or four at a time which has been the process they have gotten to review and the perspective as a whole is something they have not seen and requested some images from the view from across the river will help with their vision of the overall project in more context.

Mr. Miller said they had a standing ovation from C Block and did not get the same ovation but they are really close and the choice of the material is the biggest issue, but they are supportive of the project and the developers.

Ms. Salay said she appreciates the comments and looking at the flat one-dimensional elevations are not as appealing as the 2D drawings. She said she is not a fan of the Batten and does not know why it is being preferred and thought that the rain screen application is cleaner and wears better.

Teri Umbarger, 300 Spruce Street, Moody Noland Architects, said they are using both the reveal system and the board batten is on C1 and B1, but the rest are using the reveal system, which is the cleaner system that the Commission likes. She said they are using both systems for variations.

Ms. Salay said she can live with what is being proposed and will defer to her colleagues. She said the view from Riverside Drive and Riverside Park is what will help get the perspectives of Block B and C to see the streetscape and the tops of the buildings.

Mr. Hunter showed renderings of the blocks and said they have to deal with cost of constructions and there are things that are successful such as the building massing and the example of building B2 and the difference between renderings and the two-dimensional views will never be seen. He showed and explained building C3 with the brick that goes all the way up is across the street from the warehouse building to have the change of materials at the top story adds to the variety. He said building C1 has a similar look to B1 having complimentary buildings yet with different details using composite metal at the top with brick and stone at the base. He said the next building brings the brick to the building base and steps back at the top and is entirely of brick, metal panel and glass. He said as they get to the intersection of Riverside and Bridge Park where C2 and B2 are across from each other glass penetrated all five levels with brick that carries all the way down the building and then it is changed with five story brick and six story with composite metal panel coming all the way down with two story of stone which has not been introduced to this point in the buildings followed by three stories of brick and letting the composite metal panel waterfall down the building and stepping back. He said what they perceive walking down the street will be the two story piece and he would argue there is quite a bit of variety as they put the buildings side by side.

Ms. De Rosa said the explanation gives her a perspective that is helpful.

Mr. Hunter said they are working on a fly through putting the whole project together.

Mr. Yoder said they are working on the design of A Block which is next which will have the 150 key hotel which will take a very different look driven by the Brand and the corner is a pure office building which will be back to a C2 type building with a tower element. He said they are seeing only a piece of the puzzle and there is more variety coming beyond what they are able to show today.

Ms. Newell asked if anyone have any further comments. [There were none.] She asked the applicant how to proceed.

Mr. Yoder said based on the feedback there are reasonable clear direction and in a position to ask for approval with specific materials related to upper floors and work through the issues in the coming weeks or make a return trip with some tweaks to the plans with the next meeting.

Mr. Hunter said he is reluctant to change building B3 and that it would be a mistake also doing the same thing to building B1 and B2 would be a mistake. He said if they want to focus on one building that would be additive and good.

Ms. Salay said she would think B1 would need focus and that she really likes B2.

Ms. Newell said she likes B3 as a stand along building and was looking for a suggestion on breaking up the mass and picking another building she does not object.

Mr. Brown said he likes B2 and B3.

Ms. Shelly said there are quite a few broad conditions and as they are working through permitting for C Block they are still working on some similar conditions and thought they are getting closer but it is just not resolved. She suggested that the Development Plan, Open Space, Conditional Use and Primary Materials (Motions 1 – 5) can all be approved and they can return on August 6th review the rest of these and probably come back with a lot less conditions by then.

Ms. Salay agreed.

Ms. Newell said there is not a problem with the introduction of primary materials and wanted to know if the rest of the commission would entertain the materials as presented. [There was agreement.]

Ms. Newell said they will vote on the first four motions.

Mr. Yoder said knocking a few of these decisions out of the way now and coming back with elevations sounds good.

Ms. Newell stated the Development Plan has two conditions and confirmed the applicant agrees to all the conditions:

- 1) That a Development and Infrastructure Agreement (as applicable) be approved by City Council and all impacted property owners prior to issuance of building permit (buildings B1 – B4/B5) and recording of the Final Plat for Bridge Park, Phase 1 (B Block); and
- 2) That a Master Sign Plan is approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3).

Russ Hunter agreed to the conditions.

Motion and Vote

Ms. Newell moved, Ms. De Rosa seconded, to approve the Development Plan with two conditions. The vote was as follows: Ms. Salay, yes; Mr. Miller, yes; Mr. Brown, yes; Ms. De Rosa, yes; and Ms. Newell, yes. (Approved 5 – 0)

Motion and Vote

Ms. Newell moved, Ms. Salay seconded, to approve the Open Space Fee-in-lieu of open space dedication for 0.75-acres of the required 1.08-acres of open space for this phase of the Bridge Park mixed-use development. The vote was as follows: Mr. Miller, yes; Ms. De Rosa, yes; Mr. Brown, yes; Ms. Salay, yes; and Ms. Newell, yes. (Approved 5 – 0)

Ms. Newell said the Conditional Use application to allow parking structures visible from the right-of-way has three conditions and asked if the applicant was in agreement with the three conditions:

- 1) That the interior circulation plans are revised at building permitting to allow for adequate stacking space at each entry to the garage between the ROW and the entry gate (building B4/B5);
- 2) That the applicant verify whether cameras will monitor pedestrian activity in the parking garage from a remote location, or if other security measures will be taken, at building permitting; and

- 3) That the applicant enhance the pedestrian entrance along Mooney Street with pedestrian scale features such as brick paving wrapping into the garage; protective bollards or fencing to separate the vehicular space from the pedestrian walk and pedestrian scale canopy.

Mr. Hunter agreed to the conditions.

Motion and Vote

Ms. Newell moved, Ms. De Rosa seconded, to approve the Conditional Use application with three conditions. The vote was as follows: Mr. Brown, yes; Ms. Salay, yes; Mr. Miller, yes; Ms. De Rosa, yes; and Ms. Newell, yes. (Approved 5 – 0)

Motion and Vote

Victoria Newell moved, Cathy De Rosa seconded, to approve the following materials which have been submitted for use as primary materials, with one condition:

1. Metal Panels (CMP)
2. Stainless Steel Metal Mesh Panels (MMP)

Condition: 1) That the material selection and construction detailing be provided at the Site Plan Review.

Mr. Hunter agreed to the condition.

The vote was as follows: Mr. Miller, yes; Ms. De Rosa, yes; Mr. Brown, yes; Ms. Salay, yes; and Ms. Newell, yes. (Approved 5 – 0)

Ms. Newell asked the applicant what they would like to do with the last two motions regarding the Site Plan Waivers and the Site Plan Review.

Mr. Hunter asked to table until the next meeting.

Motion and Vote

Ms. Newell made a motion, Mr. Brown seconded, to table the 13 Site Plan Waivers and the Site Plan Review at the request of the applicant. The vote was as follows: Ms. Salay, yes; Ms. De Rosa, yes; Mr. Miller, yes; Mr. Brown, yes; and Ms. Newell, yes. (Tabled 5 – 0)

Communications

[There were none.]

Ms. Newell said if there were no further comments the meeting was adjourned at 9:15 p.m.

As approved by the Planning and Zoning Commission on August 6, 2015.

ADMINISTRATIVE REVIEW TEAM**RECORD OF DETERMINATION****JULY 1, 2015**

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

**2. BSD Scioto River Neighborhood District – Bridge Park – Phase 2 (B Block)
Riverside Drive and Dale Drive
15-052DP-BSD/SP-BSD/CU Development Plan/Site Plan/Conditional Use Reviews**

- Proposal:** The second phase of a new mixed-use development, including four buildings containing 228 dwelling units, 42,644 square feet of office uses, 55,500 square feet of commercial (retail, restaurant, personal services) uses, and an 894-space parking structure on a 5.74-acre site. The proposal includes three new public streets and two blocks of development. The site is north of State Route 161/West Dublin-Granville Road at the intersection of Riverside Drive, and (future) Bridge Park Avenue.
- Request:** Review and recommendation of approval to the Planning and Zoning Commission for this application for Development Plan and Site Plan Reviews under the provisions of Zoning Code Section 153.066(E)-(F).
- Applicant:** Nelson Yoder, Crawford Hoying Development Partners.
- Planning Contact:** Joanne Shelly, AICP, RLA, LEED BD+C, Urban Designer/Landscape Architect; (614) 410-4677; jshelly@dublin.oh.us

REQUEST 1: FEE-IN-LIEU OF OPEN SPACE

Request to pay a fee-in-lieu of open space dedication for 0.75-acres of the required 1.08-acres of open space for this phase of the Bridge Park mixed-use development.

Determination: The Open Space Fee-in-Lieu request was recommended for approval to the Planning and Zoning Commission.

REQUEST 2: ADMINISTRATIVE DEPARTURES

Request for approval of 8 Administrative Departures:

- 1) Balcony Dimensions – §153.062(I) – requiring a 6-foot depth for balconies. Allow the balconies on buildings B1 & B2 to range in depth from a 5.5 feet minimum while maintaining a minimum of 30 square feet on all balconies.
- 2) Front Property Line Coverage – §153.062(O)(5)(a)1 – Allow the front property line coverage to be 89% for building B5, where the requirement is 90%.
- 3) Story height – §153.062(O)(5)(b) – 12-foot maximum upper story height permitted. Allow building B5 to have a 12.5-foot upper story height.

- 4) Transparency – §153.062(O)(5)(d)1 – Allow the following:
 - a. B1 – Upper Story Street Façade Transparency (30% required): 29% on west, Longshore Street elevation;
 - b. B2 – Upper Story Street Façade Transparency (30% required): 29% on the 3rd, 4th & 5th story of the west elevation (Riverside Drive); 29% on the 6th story of the north elevation (Bridge Park Avenue); 29% on the 6th story of the east elevation (Longshore Street).

- 5) Vertical Increments Require – §153.062(O)(5)(d)4 – No greater than 45 feet. Allow the following:
 - a. B1 – 47.33 feet on the west elevation (Riverside Drive), 46.62 feet on the north elevation (open space).
 - b. B4 – 45.60 feet on the west elevation (Longshore Street), 48.93 feet on the north elevation (open space).

- 6) Primary Façade Materials – §153.062(O)(5)(d)5 – 80% permitted primary materials required. Allow the following:
 - a. B1 –78% primary on the west elevation (Riverside Drive), 74% primary on the north (open space) elevation, 72% primary on the south (Banker Drive) elevation.
 - b. B2 –75% primary on the east (Longshore) elevation.
 - c. B3 –72% primary on the west elevation (Riverside Drive), 78% primary on the east (Longshore) elevation.
 - d. B4 – 76% on the west elevation (Longshore Street).

- 7) Tower Height – §153.062(O)(5)(d)6 – Allow the tower height to be 13.04 feet, where the maximum permitted height is 12 feet.

- 8) Mid-Building Pedestrianways - §153.065(I)(2)(b) Walkability Standards – Requiring a mid-building pedestrian way on buildings over 250 feet in length. Not requiring a mid-building pedestrian way for building B1 (255-foot building length).

Determination: Eight Administrative Departures were approved by the ART.

REQUEST 3: DEVELOPMENT PLAN

Request for recommendation of approval of the Development Plan to the Planning and Zoning Commission with the following two conditions:

- 1) That a Development and Infrastructure Agreement (as applicable) be approved by City Council and all impacted property owners prior to issuance of building permit (buildings B1 – B4/B5) and recording of the Final Plat for Bridge Park, Phase 1 (B Block); and
- 2) That a Master Sign Plan is approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3).

Determination: The Development Plan was recommended for approval to the Planning and Zoning Commission with two conditions.

REQUEST 4: PRIMARY MATERIALS

§153.062(E)(1)(c) states that "permitted primary building materials shall be high quality, durable materials including but not limited to stone, manufactured stone, full depth brick, and glass."

The Administrative Review Team recommends approval to the Planning and Zoning Commission for the following to be used as primary materials:

1. Composite Metal Panels (CMP)
2. Stainless Steel Metal Mesh Panels (MMP)

Determination: These materials (CMP and MMP) were recommended for approval to the Planning and Zoning Commission.

REQUEST 5: WAIVERS

Request for approval to the Planning and Zoning Commission for 13 Site Plan Waivers:

- 1) §153.062(D)(1)(a)-(c), Parapet Roof Type
 - a. *Parapet roof height shall be between 2 – 6 feet in height;* A request to allow the height of parapets to drop below the minimum height of 2 feet in numerous locations on buildings B1, B2, B3 & B4 as the roofline jogs in height across the elevations.
 - b. *Parapets shall wrap around all sides of the building;* A request to allow parapets, which are not continuous. Parapets are present on portions of the front and side facades of all buildings, but as the roofline jogs up and down along the elevation, the parapet is not continuous.
 - c. *Horizontal Shadow Lines:* Encouraged to distinguish parapets from upper stories and to define the top of the parapet. Horizontal shadow lines have been incorporated to define the tops of some parapets, but not always between the upper story and the bottom of the parapet.
- 2) §153.062(N)(4)(a)5, Façade Requirements
 - a. *Visible Vents/AC Units/Other Utility Elements;* these elements are not permitted to be part of any street-facing façade, unless permitted for individual building types. A request to allow dryer vents, range vents and fresh air intake vents located on street-facing facades of buildings B1, B2, B3, and B4.
- 3) §153.062(O)(5) & (12) (1)a, Building Siting
 - a. *Front Required Building Zone, 0 - 15 feet;* A request to allow building B1 to have 128 feet of the building façade outside of the RBZ due to a recess in the building centered on the façade to create a large entry and private patio. A large staircase enhances the public streetscape and accommodates some change in grade.
 - b. *Corner Side RBZ, 5 - 25 feet;* A request to allow building B5 (parking garage) to encroach on the RBZ below the minimum 5-foot requirement.
 - c. *Right-of-Way Encroachments, none allowed;* A request to allow the pedestrian bridge to encroach over the public right-of-way of Longshore Street to building B5.

4) §153.062(O)(5)&(12) (a)(2), Buildable Area

- a. *Maximum Impervious Lot Coverage, 80%;* A request to allow 98% impervious lot coverage for:
 1. Lot 3 – buildings B1 & B2; and
 2. Lot 4 – buildings B3 & B4/B5

5) §153.062(O)(5)(d)1-2, Façade Requirements, Transparency

- a. *Ground Story Street Facing Transparency, 60% minimum;* A request to allow less than the 60% transparency required for building B4 west, east & south elevation at residential units. Typical residential transparency would be 30%.
- b. *Street Façade, Blank Wall Limitations, not permitted;* A request to allow a blank wall on building B4 (west elevation) due to service.
- c. *Street Façade, Blank Wall Limitations, not permitted;* A request to allow a blank wall on building B5 (south elevation) due to grade changes.
- d. *Non-Street Façade, 15% minimum;* A request to allow less than 15% transparency required for building B4 (north elevation) due to the change in grade across the site.
- e. *Non-Street Façade, Blank Wall Limitations, not permitted;* A request to allow a blank wall on buildings B1 & B4 (north elevations) due to service rooms on the building interior.

6) §153.062(O)(5)(d)3, Building Entrances

- a. *Principal Entrance Location, on primary street façade;* A request to allow building B2 entrance not on a PFS and building B3, primary entrance on the open space and not on the primary façade.
- b. *Street Façade Number of Entrances, 1 per 75 feet;* A request to allow the 2 lobbies for building B4 to substitute for the 4 required street entries.
- c. *Street Façade Number of Entrances, 1 per 75 feet;* A request to allow less than the required number of entries per street façade for building B5, east elevation 4 required, 1 provided; south elevation 3 required, 1 provided (through lobby); west elevation 1 required, 1 provided.

7) §153.062(O)(5)(d)4, Façade Divisions

- a. *Vertical Increments Divisions, no greater than 45 feet;* A request to allow the following deviations, which are greater than the 45-foot maximum due to variations in the overall building design.
 1. B1 – west, south & north elevations at parapet
 2. B2 – west elevation at parapet
 3. B3 – north, south, east & west elevations at parapet
 4. B4 – northwest section adjacent to building tower
 5. B5 – east & south elevations over garage vehicle access points
- b. *Horizontal Façade Divisions, within 3 feet of the top of the ground story;* A request to allow building B5 to forego horizontal façade division requirements where the façade is covered by the green screen screening material.

8) §153.062(O)(5)(d)5, Façade Materials

- a. *Permitted Primary Material, Stone, Brick & Glass, minimum 80%*; A request to allow façade materials to be less than 80% on the following elevations:
 1. B1 – east elevation, 71%
 2. B3 – north elevation, 56% & south elevation, 71%
 3. B4 – north elevation, 69% & east elevation, 69%
- b. *Permitted Secondary Façade Materials, maximum 20%*; A request to allow secondary façade materials to exceed 20% on the following elevations:
 1. B2 – east elevation, 25%
 2. B4 – north elevation, 31%, east elevation, 31% & west elevation, 24%

9) §153.062(O)(12)(d)6, Parking Structure, Roof Types

- a. *Tower height/width, maximum height may not exceed width*; A request to allow the height and width to exceed the allowable height of 14 feet and width of 14 feet for the tower on the following buildings:
 1. Tower height: B4/B5 16.88 feet
 2. Tower width: B4 – south elevation 41.61 feet & west elevation 27.15 feet
 3. Tower width: B5 – north elevation 34.85 feet & west elevation 48.18 feet

10) §153.064(G)(1)/Table 153.064-A, Open Space Types

- a. *Pocket Plazas, minimum 300 square feet/maximum 1,200 square feet*; A request to allow The "Plaza" – pocket plaza to exceed the size requirements for pocket plazas.

11) §153.065(B)(5)(a)-(d), Site Development Standards Parking Structure Design

- a. *Entrance/Exit, Number of Exits Lanes 5 required*; A request to allow one less (4) than the required entry/exit lanes.
- b. *Stacking Spaces, two 20-foot stacking spaces to be provided between right-of-way and entry gate*; A request to allow the stacking to occur interior to the structure.
- c. *Interior Circulation, Ceiling Clearance, 12 feet required*; A request to allow the Mooney Street entry to be 10.66 feet, which is less than the minimum requirement.
- d. *Pedestrian Safety/Circulation – Maximum distance to nearest exit 200 feet*; A request to allow the maximum distance to the nearest exit to be exceeded by 60 feet.

12) §153.065(I)(2)(a), Walkability Standards

- a. *Mid-Building Pedestrianways, Requiring a mid-building pedestrianway on buildings over 250 feet in length*; A request to allow the following: building B4 – 291.48-foot building length without a mid-building pedestrianway.

13) §153.062(E)(2)(a) Building Types, Materials, Façade Material Transitions

- a. *Material transitions shall occur at an inside corner*; A request to allow the materials to transition at the return of the primary material to the material on the balcony interior for buildings B1, B2, B3.

Determination: The 13 Site Plan Waivers were recommended for approval to the Planning and Zoning Commission with the conditions noted as part of the Site Plan Review.

REQUEST 6: SITE PLAN REVIEW

Request for a recommendation of approval of the Site Plan Review to the Planning and Zoning Commission with the following 11 conditions:

- 1) That a Development Agreement be approved by City Council prior to issuance of building permits for any of the buildings (B1 – B4/B5), and that the agreement include the aerial easements for the pedestrian bridge encroachments;
- 2) That the applicant obtains Minor Project approval for any ground floor tenant that elects to install a patio and/or modify the exterior tenant storefronts, prior to tenant occupancy.
- 3) Building Type Conditions
 - a. That the balconies are modified to provide the required material transitions on the interior of the corner of the balconies;
 - b. That the applicant provide additional details for the canopies at the building entrances, including material, illumination, and mounting details, prior to building permitting and to be reviewed and approved by the Planning and Zoning Commission with the Master Sign Plan or by the ART through the Minor Project Review process, as applicable;
 - c. That the applicant continue to work with the City and the Dublin Arts Council as they develop the final elements for the building B2 and Bridge Park Avenue pocket plaza located at the terminal vista of the pedestrian bridge; and
 - d. That the applicant selects vents that are coordinated with the color of the adjacent exterior building finish materials, or that they are painted a coordinating color, subject to Planning approval.
- 4) Open Space Conditions
 - a. That the applicant continue to work with ART to provide a variety of design and seating opportunities within the pocket plaza prior to building permitting, subject to Planning approval;
 - b. That the building permit plans and Final Plat include notes that state that the Pocket Parks and Pocket Plazas will be owned and maintained by the property owner, with public access easements; and
 - c. That the applicant continue to work with Staff to ensure that additional pervious pavement is provided within the open space, subject to Planning and Engineering approval at building permitting.
- 5) Parking & Loading Conditions
 - a. That the applicant provides information about how the parking spaces within the garage are to be controlled and/or designated for resident use, valet use, etc. at building permitting; and
 - b. That the applicant provide the cut sheets for the bicycle parking facilities (on-street and in the garages) at building permitting, subject to Planning approval.
- 6) That the plans demonstrate compliance with the City of Dublin Stormwater Management Design Manual at building permitting, subject to approval by the City Engineer;
- 7) That the applicant addresses Engineering comments subject to approval by the City Engineer;

- 8) That the rooftop and parking garage mechanical units are screened in an architecturally appropriate manner in accordance with Zoning Code Section 153.065(E)(3) subject to Planning approval, prior to building permitting;
- 9) That the applicant revise the lighting plans and provide fixture power and efficiency information at building permitting to verify that the exterior lighting requirements of Zoning Code Section 153.065(F) and Engineering standards are met, subject to Engineering approval at building permitting;
- 10) That a Master Sign Plan be approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3); and
- 11) That the applicant addresses the comments in the "Additional Plan Review/Detail Comments" section of this report at building permitting.

Determination: The Site Plan was recommended for approval to the Planning and Zoning Commission with 11 conditions.

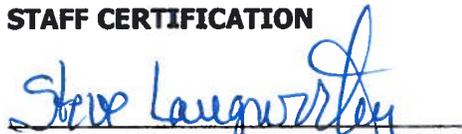
REQUEST 7: CONDITIONAL USE

Recommendation of approval of the Conditional Use to the Planning and Zoning Commission to allow parking structures visible from the right-of-way with three conditions:

- 1) That the interior circulation plans are revised at building permitting to allow for adequate stacking space at each entry to the garage between the right-of-way and the entry gate (building B4/B5);
- 2) That the applicant verify whether cameras will monitor pedestrian activity in the parking garage from a remote location, or if other security measures will be taken, at building permitting; and
- 3) That the applicant enhance the pedestrian entrance along Mooney Street with pedestrian scale features such as brick paving wrapping into the garage, protective bollards or fencing to separate the vehicular space from the pedestrian walk and pedestrian scale canopy.

Determination: The Conditional Use was recommended for approval to the Planning and Zoning Commission with three conditions.

STAFF CERTIFICATION


Steve Langworthy, Planning Director



ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

JULY 1, 2015

ART Members and Designees: Steve Langworthy, Planning Director; Jeff Tyler, Building Standards Director; Alan Perkins, Fire Marshal; Fred Hahn, Director of Parks and Open Space; Colleen Gilger, Director of Economic Development; Laura Ball, Landscape Architect; and Aaron Stanford, Senior Civil Engineer.

Other Staff: Rachel Ray, Planner II; Joanne Shelly, Urban Designer/Landscape Architect, Lia Yakumithis, and Flora Rogers, Administrative Assistant.

Applicants: Brian Quackenbush, EMH&T; Teri Umbarger, Moody Nolan; John Woods, MKSK; and Russ Hunter, Crawford Hoying Development Partners (Case 2).

Steve Langworthy called the meeting to order. He asked if there were any amendments to the June 25, 2015, meeting minutes. The minutes were accepted into the record as presented.

Mr. Langworthy announced this was Fred Hahn's last ART meeting due to his upcoming retirement and said his institutional knowledge, humor, and insights will be missed.

DETERMINATIONS

- 1. BSD Sawmill Center Neighborhood District – Dublin Village Center
School of Rock Sign 6727 Dublin Center Drive
15-060MPR Minor Project Review**

Rachel Ray said the applicant would not be present.

Lia Yakumithis said this is a request for installation of a new 20-square-foot wall sign for a tenant in the Dublin Village Center shopping center on the west side of Dublin Center Drive, east of Village Parkway (northeast of the movie theater). She said this is a request for review and approval of a Minor Project Review under the provisions of Zoning Code Section 153.066(G).

Ms. Yakumithis said the proposed sign is consistent with the dimensional and design requirements for signs in the Bridge Street District and meets all the review criteria. She said approval is recommended with no conditions.

Steve Langworthy asked the ART if there were any questions or concerns regarding this application. [There were none.] He confirmed the ART's approval of this Minor Project Review.

- 2. BSD Scioto River Neighborhood District – Bridge Park – Phase 2 (B Block)
Riverside Drive and Dale Drive
15-052DP-BSD/SP-BSD/CU Development Plan/Site Plan/Conditional Use Reviews**

Joanne Shelly said this is a request for the second phase of a new mixed-use development, including four buildings containing 228 dwelling units, 42,644 square feet of office uses, 55,500 square feet of commercial (retail, restaurant, personal services) uses, and an 894-space parking structure on a 5.74-acre site. She said the proposal includes three new public streets and two blocks of development. She

said the site is north of State Route 161/West Dublin-Granville Road at the intersection of Riverside Drive, and (future) Bridge Park Avenue. She said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Development Plan Review and Site Plan Review in accordance with Zoning Code Section 153.066.

Ms. Shelly said the Site Plan Review applies only to the first phase of development for the Bridge Park mixed-use development project. She said the Development Plan Review for the initial phase includes a grid street network, three new public streets (Banker Drive, a portion of Mooney Street, and a portion of Longshore Street), two lots/blocks (3 and 4) subdivided by public streets, and portions of a shopping corridor.

Mr. Langworthy asked for clarification about where the shopping corridor was provided with this application.

Ms. Shelly said the shopping corridor is 335.51 feet along the south side of Bridge Park Avenue and 190.22 feet along Riverside Drive for a total of 526.42 feet, which exceeds the 1,200-linear-foot requirement for this overall development when added to the C Block total of 787 feet.

ADMINISTRATIVE DEPARTURES

Ms. Shelly suggested that given the ART's familiarity with this project, she would move to the required determinations, starting with the Administrative Departures. She explained the review criteria for Administrative Departures, which state that the need for the Administrative Departure may be caused by unique site conditions on surrounding properties, and/or otherwise complies with the spirit and intent of the Bridge Street District Plan, and is not being requested simply to reduce cost or as a matter of general convenience. She said Administrative Departures should not have the effect of authorizing any use, sign, building type, or open space type that is not otherwise permitted and should not modify any numerical zoning standard related to building dimensions, lot dimensions or coverage, open space, landscaping, parking, fencing, walls, screening, or exterior lighting by more than 10 percent of the requirement. She said if approved, the Administrative Departures will ensure that the development is of equal or greater development quality with respect to design, material, and other development features than without the Administrative Departure.

The ART then reviewed each proposed Administrative Departure.

Ms. Shelly said the request is for approval by the ART of 8 Administrative Departures and provided a summary of each:

- 1) Balcony Dimensions – §153.062(I) – Requiring a 6-foot depth for balconies. Allow the balconies on buildings B1 & B2 to range in depth from a 5.5 feet minimum while maintaining a minimum of 30 square feet on all balconies.
- 2) Front Property Line Coverage – §153.062(O)(5)(a)1 – Allow the front property line coverage to be 89% for building B5, where the requirement is 90%.
- 3) Story height – §153.062(O)(5)(b) – 12 ft. maximum upper story height permitted. Allow building B5 to have a 12.5 ft. upper story height.
- 4) Transparency – §153.062(O)(5)(d)1 – Allow the following:
 - a. B1 – Upper Story Street Façade Transparency (30% required): 29% on west, Longshore

- Street elevation;
- b. B2 – Upper Story Street Façade Transparency (30% required): 29% on the 3rd, 4th & 5th story of the west elevation (Riverside Drive); 29% on 6th story of the north elevation (Bridge Park Avenue); 29% on the 6th story of the east elevation (Longshore Street).
- 5) Vertical Increments Require – §153.062(O)(5)(d)4 – No greater than 45 ft. Allow the following:
- a. B1 – 47.33 ft. on the west elevation (Riverside Drive), 46.62 ft. on the north elevation (open space).
 - b. B4 – 45.60 ft. on the west elevation (Longshore Street); 48.93 ft. on the north elevation (open space).
- 6) Primary Façade Materials – §153.062(O)(5)(d)5 – 80% permitted primary materials required. Allow the following:
- a. B1 –78% primary on the west elevation (Riverside Drive), 74% primary on the north (open space) elevation, 72% primary on the south (Banker Drive) elevation.
 - b. B2 –75% primary on the east (Longshore) elevation.
 - c. B3 –72% primary on the west elevation (Riverside Drive), 78% primary on the east (Longshore) elevation.
 - d. B4 – 76% on the west elevation (Longshore Street).
- 7) Tower Height – §153.062(O)(5)(d)6 - Allow the tower height to be 13.04 ft., where the maximum permitted height is 12 ft.
- 8) Mid-Building Pedestrianways – §153.065(I)(2)(b), Walkability Standards – Requiring a mid-building pedestrian way on buildings over 250 ft. in length. Not requiring a mid-building pedestrian way for building B1 (255 ft. building length).

Jeff Tyler asked about the mechanical screening on the roof.

Ms. Shelly said the mechanicals will be hidden by the parapets or additional mechanical screens to meet the Code requirement, and asked that the applicant provide verification during the permitting process that the requirement had been met.

Rachel Ray said this was standard review process through building permitting.

Teri Umbarger said the mechanicals are not higher than the parapets.

Mr. Langworthy asked if there were any other issues related to the eight Administrative Departures as many of them had been previously discussed. [There were none.] He confirmed the ART's approval of the eight Administrative Departures.

PRIMARY MATERIALS

Ms. Shelly said §153.062(E)(1)(c) states that “permitted primary building materials shall be high quality, durable materials including but not limited to stone, manufactured stone, full depth brick and glass.” She noted that the ART had previously discussed other materials that may be considered primary materials for this particular project to enhance the variety of materials used throughout the project, and at the same time encourage a variety of architectural character. She specified that composite metal panels and

stainless steel metal mesh panels were under consideration for this particular project, and not for broader application throughout the Bridge Street District.

Ms. Shelly stated that this is a consideration by the ART for a recommendation for approval to the Planning and Zoning Commission for the following to be used as primary materials:

1. Composite Metal Panels (CMP)
2. Stainless Steel Metal Mesh Panels (MMP)

Ms. Ray said if these materials are not approved by the Commission to be considered as primary materials for this project, then this will result in an additional Waiver request. She clarified that either way, they are not recommending any changes to the buildings; this is primarily a question of how these materials are used.

Ms. Shelly said she would begin with the request to consider the CMP and MMP as primary materials, and if they are not approved, she will have a Waiver request prepared for the Commission's consideration.

Following a discussion regarding the need to have some consideration for a more diverse palette of primary materials that would allow more architectural variety to buildings, Mr. Langworthy confirmed the ART's recommendation of the proposal to consider CMP and MMP as permitted primary materials.

Ms. Shelly asked the applicant to be prepared with samples of the requested materials and be ready for a discussion with the Planning and Zoning Commission.

WAIVERS

Ms. Shelly said the next item for ART discussion is the Site Plan Waivers. She stated that there are 12 Waivers for which approval is recommended (some with conditions) to the Commission. She began by summarizing each of the Waivers and requested that the ART provide a recommendation for each. She noted that most of these issues had been worked through in prior staff and ART meetings with the applicant.

- 1) §153.062(D)(1)(a)-(c), Parapet Roof Type
 - a. *Parapet roof height shall be between 2 ft. – 6 ft. in height;* A request to allow the height of parapets to drop below the minimum height of 2 ft. in numerous locations on buildings B1, B2, B3 & B4 as the roofline jogs in height across the elevations.
 - b. *Parapets shall wrap around all sides of the building;* A request to allow parapets which are not continuous. Parapets are present on portions of the front and side facades of all buildings, but as the roofline jogs up and down along the elevation, the parapet is not continuous.
 - c. *Horizontal Shadow Lines:* Encouraged to distinguish parapets from upper stories and to define the top of the parapet. Horizontal shadow lines have been incorporated to define the tops of some parapets, but not always between the upper story and the bottom of the parapet.

Mr. Langworthy asked if there were any issues related to this Waiver. [There were none.] The ART agreed with the recommendation of approval for this Waiver.

Ms. Shelly continued.

2) §153.062(N)(4)(a)5, Façade Requirements

- a. *Visible Vents/AC Units/Other Utility Elements*; These elements are not permitted to be part of any street-facing façade, unless permitted for individual building types. A request to allow dryer vents, range vents and fresh air intake vents located on street facing facades of buildings B1, B2, B3, and B4.

Mr. Hahn asked if this Waiver should be considered for a potential Code amendment, since this question is likely to come up with most other buildings that are sited in the same manner, with streets on three or more sides.

Ms. Ray agreed that it may be appropriate to consider as a Code amendment.

Mr. Langworthy asked if there were any issues related to this Waiver. [There were none.] The ART agreed with the recommendation of approval for this Waiver.

Ms. Shelly continued.

3) §153.062(O)(5) & (12) (1)a, Building Siting

- a. *Front Required Building Zone, 0-15 ft.*; A request to allow building B1 to have 128 ft. of the building façade outside of the RBZ due to a recess in the building centered on the façade to create a large entry and private patio. A large stair case enhances the public streetscape and accommodates some change in grade.
- b. *Corner Side RBZ, 5-25 ft.*; A request to allow building B5 (parking garage) to encroach on the RBZ below the min. 5 ft. requirement.
- c. *Right-of-Way Encroachments, none allowed*; A request to allow the pedestrian bridge to encroach over the public ROW of Longshore Street to building B5.

Mr. Langworthy asked Ms. Shelly for more details on 3a.

Ms. Shelly said building B1 is set back from the RBZ along the center of the façade, where there are steps up to patio spaces, a portion of which is covered.

Mr. Langworthy said the building is a corridor building and appears to be set along the curve of Riverside Drive.

Ms. Shelly said the open space is being used by the commercial tenants and therefore cannot be considered an open space type, but would generally look and function as a public space.

Mr. Langworthy asked if there were any issues related to this Waiver. [There were none.] The ART agreed with the recommendation of approval for this Waiver.

Ms. Shelly continued.

4) §153.062(O)(5)&(12) (a)(2), Buildable Area

- a. *Maximum Impervious Lot Coverage, 80%*; A request to allow 98% impervious lot coverage for:
 1. Lot 3 – buildings B1 & B2; and
 2. Lot 4 – buildings B3 & B4/B5

Ms. Shelly asked the applicant to find more space for pervious pavement within the open spaces on site, because the areas available will not reach the 80 percent requirement; however, finding a few more areas on site would bring this closer to the level of an Administrative Departure. She noted she had spoken with the applicant about this already. She recommended that a condition of the Waiver was that the applicant continues to work with Staff on this item prior to permitting.

Russ Hunter, Crawford Hoying Development Partners, stated that he and his team were already looking for opportunities to increase the pervious pavement throughout the site.

Mr. Langworthy confirmed that the applicant would work with Staff on this.

Mr. Langworthy asked if there were any issues related to this Waiver. Mr. Hahn pointed out that this was an issue with C Block as well, and asked the applicant to think about this requirement for the future development blocks and try to meet the requirement from the start as part of the initial site planning, rather than asking for a Waiver for each block.

The ART agreed with the recommendation of approval for this Waiver.

Ms. Shelly continued.

5) §153.062(O)(5)(d)1-2, Façade Requirements, Transparency

- a. *Ground Story Street Facing Transparency, 60% minimum*; A request to allow less than the 60% transparency required for building B4 west, east & south elevation at residential units. Typical residential transparency would be 30%.
- b. *Street Façade, Blank Wall Limitations, not permitted*; A request to allow a blank wall on building B4 (west elevation) due to service.
- c. *Street Façade, Blank Wall Limitations, not permitted*; A request to allow a blank wall on building B5 (south elevation) due to grade changes.
- d. *Non-Street Façade, 15% min.*; A request to allow less than 15% transparency required for building B4 (north elevation) due to the change in grade across the site.
- e. *Non-Street Façade, Blank Wall Limitations, not permitted*; A request to allow a blank wall on building B1 & B4 (north elevations) due to service rooms on the building interior.

Mr. Langworthy asked if there were any issues related to this Waiver. [There were none.] The ART agreed with the recommendation of approval for this Waiver.

Ms. Shelly continued.

6) §153.062(O)(5)(d)3, Building Entrances

- a. *Principal Entrance Location, on primary street façade*; A request to allow building B2 entrance not on a PFS and building B3, primary entrance on the open space and not on the primary façade.

- b. *Street Façade Number of Entrances, 1 per 75 ft.;* A request to allow the 2 lobbies for building B4 to substitute for the 4 required street entries.
- c. *Street Façade Number of Entrances, 1 per 75 ft.;* A request to allow less than the required number of entries per street façade for building B5, east elevation 4 required, 1 provided; south elevation 3 required, 1 provided (through lobby); west elevation 1 required, 1 provided.

Mr. Langworthy referred to the number of entrances required for building B4, which is the residential portion of the parking garage building (corridor building type) and said this is another Waiver that might be a candidate for a Code change.

Ms. Ray agreed. She stated that although the corridor building type allows ground floor residential uses, it was not designed with that intent, so that is part of the need for the Waiver to the entrance requirements.

Ms. Shelly referred to the entrance requirements for the parking structure and thought the number seemed excessive as well, since it would require a number of ground floor parking spaces to be removed.

Mr. Langworthy asked if there were any issues related to this Waiver. [There were none.] The ART agreed with the recommendation of approval for this Waiver.

Ms. Shelly continued.

7) §153.062(O)(5)(d)4, Façade Divisions

- a. *Vertical Increments Divisions, no greater than 45 ft.;* A request to allow the following deviations, which are greater than the 45 ft. maximum due to variations in the overall building design.
 - 1. B1 – west, south & north elevations at parapet
 - 2. B2 – west elevation at parapet
 - 3. B3 – north, south, east & west elevations at parapet
 - 4. B4 – north west section adjacent to bldg. tower
 - 5. B5 – east & south elevations over garage vehicle access points
- b. *Horizontal Façade Divisions, within 3 ft. of the top of the ground story;* A request to allow building B5 to forego horizontal façade division requirements where the façade is covered by the green screen screening material.

Ms. Shelly noted that, with the exception of building B5, this primarily applies only to the tops of the buildings, rather than not being met at ground level.

Mr. Langworthy asked if there were any issues related to this Waiver. [There were none.] The ART agreed with the recommendation of approval for this Waiver.

Ms. Shelly continued.

8) §153.062(O)(5)(d)5, Façade Materials

- a. *Permitted Primary Material, Stone, Brick & Glass, minimum 80%;* A request to allow façade materials to be less than 80% on the following elevations:
 - 1. B1 – east elevation, 71%

2. B3 – north elevation, 56% & south elevations, 71%
 3. B4 – north elevation, 69% & east elevations, 69%
- b. *Permitted Secondary Façade Materials, maximum 20%*; A request to allow secondary façade materials to exceed 20% on the following elevations:
1. B2 – east elevation, 25%
 2. B4 – north elevation, 31%, east elevation, 31% & west elevation, 24%

Mr. Langworthy stated that this was the set of Waivers that may need to be modified if the Planning and Zoning Commission does not approve the CMP and MMP to be considered primary materials. Ms. Shelly agreed.

Mr. Hunter referred to the 56% primary materials on the north elevation of building B3, and said he thought it seemed low, since the building was almost entirely brick with big windows.

Ms. Ray verified that that is the same number on the Site Plan Analysis table for building B3, which had been verified by Dan Phillabaum, the City's consultant on this project.

Teri Umbarger verified that was the same percentage on the plans. She said she would verify with the architect who calculated the numbers.

Ms. Shelly stated that it might be because of the fiber cement panels at the very top of the building and noted that this was a smaller elevation than the others.

Mr. Langworthy asked if there were any issues related to this Waiver. [There were none.] The ART agreed with the recommendation of approval for this Waiver.

Ms. Shelly continued.

- 9) §153.062(O)(12)(d)6, Parking Structure, Roof Types
Tower height/width, maximum height may not exceed width; A request to allow the height and width to exceed the allowable height of 14 ft. and width of 14 ft. for the tower on the following buildings:
1. Tower height: B4/B5 16.88 ft.
 2. Tower width: B4 – south elevation 41.61 ft. & west elevations 27.15 ft. wide
 3. Tower width: B5 – north elevation 34.85 ft. & west elevations 48.18 ft. wide

Mr. Hahn asked about the intent of this requirement.

Ms. Ray explained that since the building types have story height limitations, some also allow towers. The height-to-width limitation is intended to prevent the tower from becoming an additional story. She noted that, for large buildings like the parking structure (building B5), the tower may be proportionally wider and still maintain the look and function of a tower.

Mr. Langworthy asked if there were any issues related to this Waiver. [There were none.] The ART agreed with the recommendation of approval for this Waiver.

Ms. Shelly continued.

10) §153.064(G)(1)/Table 153.064A, Open Space Types

- a. *Pocket Plazas, minimum 300 sq. ft./max 1,200 sq. ft.;* A request to allow The “Plaza” – pocket plaza to exceed the size requirements for pocket plazas.

Ms. Shelly suggested this Waiver was another candidate for a Code amendment. She noted that the Code includes requirements for Pocket Plazas and Pocket Parks, but there is a “gap” between the maximum permitted size of a Pocket Plaza and the minimum size of a Pocket Park. She noted this open space falls in that “gap.”

Mr. Langworthy asked if there were any issues related to this Waiver. [There were none.] The ART agreed with the recommendation of approval for this Waiver.

Ms. Shelly continued.

11) §153.065(B)(5)(a)-(d), Site Development Standards Parking Structure Design

- a. *Entrance/Exit, Number of Exits Lanes 5 required;* A request to allow one less (4) than the required entry/exit lanes.
- b. *Stacking Spaces, two 20 ft. stacking spaces to be provided between ROW and entry gate;* A request to allow the stacking to occur interior to the structure.
- c. *Interior Circulation, Ceiling Clearance, 12 ft. req.;* A request to allow the Mooney Street entry to be 10.66 ft., which is less than the minimum requirement.
- d. *Pedestrian Safety/Circulation – Maximum distance to nearest exit 200 ft.;* A request to allow the maximum distance to the nearest exit to be exceeded by 60 ft.

Mr. Tyler asked about the use of vehicles like U-Hauls and the limited height of the entrances and the minimum ceiling clearance.

Ms. Shelly said there are loading zones provided and U-Hauls will not be allowed in the parking structures. Mr. Hunter agreed.

Mr. Tyler referred to the Pedestrian Safety/Circulation – Maximum Distance requirement, and said that, while the Waiver made sense, there may be a Building Code requirement for distance that cannot be waived.

Ms. Umbarger said they will make sure they meet the Building Code.

Mr. Langworthy asked if there were any other issues related to this Waiver. [There were none.] The ART agreed with the recommendation of approval for this Waiver.

Ms. Shelly continued.

12) §153.065(I)(2)(a), Walkability Standards

- a. *Mid-Building Pedestrianways, Requiring a mid-building pedestrianway on buildings over 250 ft. in length;* A request to allow the following: B4 – 291.48 ft. building length without a mid-building pedestrianway.

Mr. Langworthy asked if there were any issues related to this Waiver. [There were none.] The ART agreed with the recommendation of approval for this Waiver.

SITE PLAN REVIEW

Ms. Shelly said the request for Site Plan Review is a recommendation of approval to the Planning and Zoning Commission with the following 11 conditions:

- 1) That a Development Agreement be approved by City Council prior to issuance of building permits for any of the buildings (B1 – B4/B5), and that the agreement include the aerial easements for the pedestrian bridge encroachments;
- 2) That the applicant obtains Minor Project approval for any ground floor tenant that elects to install a patio and/or modify the exterior tenant storefronts, prior to tenant occupancy;
- 3) Building Type Conditions
 - a. That the balconies are modified to provide the required material transitions on the interior of the corner of the balconies;
 - b. That the applicant provide additional details for the canopies at the building entrances, including material, illumination, and mounting details, prior to building permitting and to be reviewed and approved by the Planning and Zoning Commission with the Master Sign Plan or by the ART through the Minor Project Review process, as applicable;
 - c. That the applicant continue to work with the City and the DAC as they develop the final elements for the building B2 and Bridge Park Avenue pocket plaza located at the terminal vista of the pedestrian bridge; and
 - d. That the applicant selects vents that are coordinated with the color of the adjacent exterior building finish materials, or that they are painted a coordinating color, subject to Planning approval.

Ms. Umbarger referred to condition 3a and asked that the material transitions within the balconies be considered as a Waiver, since they felt that it was an aesthetic decision not to return the brick all the way to the inside corner of the balconies.

Ms. Shelly said this was not considered, because not all buildings have the wall section detail defined on the plans, so Staff did not have enough information to consider this Waiver.

Ms. Umbarger said they only provided the detail for Building B4 because the returns were questioned during the review process. She said the lower levels of all the buildings have brick materials.

Mr. Hunter said the approvals are shown in the drawings.

Ms. Shelly said the drawing for building B4 provides the details of the returns and Code requires this information for all buildings.

Mr. Langworthy clarified that the details are needed for buildings B1, B2 and B3.

Mr. Hahn said if a Waiver is requested, it should require the brick to return around the corner for not less than 16 inches, so that it does not appear as if the brick is pasted to the front of the building.

Ms. Umbarger agreed, and said the aesthetic is to highlight the thickness of the walls, and have a contrasting material within the inside of the balconies, which she said would add variety to the architecture.

Ms. Ray said the Code requirement for vertical transitions to occur at inside corners was primarily intended for one ground-to-roof building mass to appear appropriate when constructed adjacent to a separate ground-to-roof building mass, such as connected buildings having been constructed over time. She said this application, inside balconies, still met the condition for requiring the material transition to occur in this manner, but was not what was originally envisioned when the Code was drafted.

Mr. Hahn said there needed to be a measurable return.

Ms. Shelly suggested that if the ART wanted to recommend approval for a Waiver to this requirement for the Commission's consideration, a condition that the applicant provides the details at building permitting should be attached.

Mr. Langworthy stated that this would be a 13th Waiver recommended for approval to the Commission, if the rest of the ART agreed. The ART concurred.

Ms. Shelly continued with the conditions.

4) Open Space Conditions

- a. That the applicant continue to work with ART to provide a variety of design and seating opportunities within the pocket plaza prior to building permitting, subject to Planning approval;
- b. That the building permit plans and Final Plat include notes that state that the Pocket Parks and Pocket Plazas will be owned and maintained by the property owner, with public access easements; and
- c. That the applicant continues to work with Staff to ensure that additional pervious pavement is provided within the open space, subject to Planning and Engineering approval at building permitting.

5) Parking & Loading Conditions

- a. That the applicant provides information about how the parking spaces within the garage are to be controlled and/or designated for resident use, valet use, etc. at building permitting; and
- b. That the applicant provide the cut sheets for the bicycle parking facilities (on-street and in the garages) at building permitting, subject to Planning approval.

6) That the plans demonstrate compliance with the City of Dublin Stormwater Management Design Manual at building permitting, subject to approval by the City Engineer;

7) That the applicant addresses Engineering comments subject to approval by the City Engineer;

Ms. Shelly said there were additional Engineering comments provided in the report that the applicant needs to address.

8) Screening Conditions: That the rooftop and parking garage mechanical units are screened in an architecturally appropriate manner in accordance with Zoning Code Section 153.065(E)(3) subject to Planning approval, prior to building permitting;

- 9) That the applicant revise the lighting plans and provide fixture power and efficiency information at building permitting to verify that the exterior lighting requirements of Zoning Code Section 153.065(F) and Engineering standards are met, subject to Engineering approval at building permitting;
- 10) That a Master Sign Plan be approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3); and
- 11) That the applicant addresses the comments in the "Additional Plan Review/Detail Comments" section of this report at building permitting.

Mr. Langworthy asked if the applicant agreed to the conditions. Mr. Hunter agreed.

Mr. Langworthy asked if there were any other issues related to the Site Plan Review. [There were none.] He confirmed that the Site Plan Review was recommended for approval to the Planning and Zoning Commission with 11 conditions.

CONDITIONAL USE

Ms. Shelly said approval is recommended to the Planning and Zoning Commission for the Conditional Use to allow parking structures visible from the right-of-way, with three conditions:

- 1) That the interior circulation plans are revised at building permitting to allow for adequate stacking space at each entry to the garage between the ROW and the entry gate (building B4/B5);
- 2) That the applicant verify whether cameras will monitor pedestrian activity in the parking garage from a remote location, or if other security measures will be taken, at building permitting; and
- 3) That the applicant enhance the pedestrian entrance along Mooney Street with pedestrian scale features such as brick paving wrapping into the garage; protective bollards or fencing to separate the vehicular space from the pedestrian walk and pedestrian scale canopy.

Mr. Langworthy asked if the applicant agreed to the conditions. Mr. Hunter agreed.

Mr. Langworthy said this was discussed during the case review and asked if there were any issues related to the Conditional Use. [There were none.] He confirmed that the Conditional Use was recommended for approval to the Planning and Zoning Commission with three conditions.

FEE-IN-LIEU OF OPEN SPACE

Ms. Shelly said approval is recommended to the Planning and Zoning Commission for a request for payment of a fee-in-lieu of open space dedication for 0.75-acres of the required 1.08-acres of open space for this phase of the Bridge Park mixed-use development.

Mr. Langworthy said the first preference was to have open space over the fees.

Mr. Hahn said the proximity to open space it is appropriate for this site, but when a development is not adjacent to an open space, it will be much more difficult to accept a fee-in-lieu and suggested that the formula for calculating the open space be reviewed.

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)

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.

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 be 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.

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

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

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

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

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

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

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

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

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

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

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

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



Land Use and Long
Range Planning

5800 Shier Rings Road

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PLANNING AND ZONING COMMISSION

MEETING MINUTES

FEBRUARY 5, 2015

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

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

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

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

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

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

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



City of Dublin

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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.

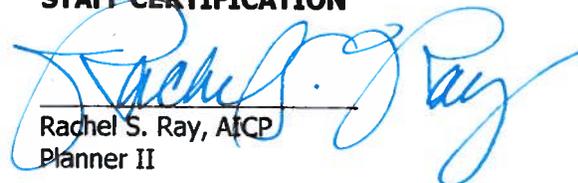
VOTE: 6 – 0.

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

RECORD OF PROCEEDINGS
Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

March 9, 2015

Page 7 of 13

Held

20

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. Puskarik 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!

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

DRYTON LEGAL BLANK, INC., FORM NO. 10148

March 9, 2015

Page 5 of 13

Held

20

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 Dublin, 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

Mr. Hunter said the density of the development should also be considered. He said for their site, a fifth of the site area would be required to be provided as open space given the proposed densities, which defeats the purpose.

Mr. Langworthy asked if there were any issues related the Open Space Fee-in-Lieu request. [There were none.] He confirmed the ART's recommendation of approval to the Planning and Zoning Commission for the Open Space Fee-in-Lieu request.

DEVELOPMENT PLAN REVIEW

Ms. Shelly said approval is recommended to the Planning and Zoning Commission for the Development Plan Review with the following two conditions:

- 1) That a Development and Infrastructure Agreement (as applicable) be approved by City Council and all impacted property owners prior to issuance of building permit (buildings B1 – B4/B5) and recording of the Final Plat for Bridge Park, Phase 1 (B Block); and
- 2) That a Master Sign Plan is approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3).

Mr. Langworthy confirmed that Mr. Hunter agreed to the conditions.

Mr. Langworthy asked if there were any issues related to the Development Plan Review. [There were none.] He confirmed the ART's recommendation for approval to the Planning and Zoning Commission for the Development Plan with two conditions.

Mr. Langworthy confirmed with Ms. Shelly that there were no further items for discussion on this application. He thanked the applicant and stated that the Planning and Zoning Commission would review this application at their meeting on Thursday, July 9, 2015.

ADMINISTRATIVE

Steve Langworthy asked if there were any additional administrative issues or other items for discussion. [There were none.]

Mr. Langworthy adjourned the meeting at 3:30 pm.

As approved by the Administrative Review Team on July 23, 2015.

January 20, 2015

Held

20

CALL TO ORDER

Mayor Keenan called the Tuesday, January 20, 2015 Special Meeting of Dublin City Council to order at 6:30 p.m. at the Dublin Municipal Building. The meeting was for the purpose of review of the Bridge Park Basic Development Plan and Basic Site Plan.

ROLL CALL

Members present were Mayor Keenan, Vice Mayor Gerber, Ms. Chinnici-Zuercher, Mr. Lecklider, Mr. Peterson, and Ms. Salay. Mr. Reiner was absent (excused).

Staff members present were Ms. Grigsby, Mr. McDaniel, Ms. Readler, Mr. Foegler, Ms. Mumma, Mr. Langworthy, Ms. Gilger, Ms. Puskarcik, Mr. Hammersmith, Mr. Tyler, Ms. Husak, Ms. Ray and Ms. Burness.

BRIDGE PARK BASIC DEVELOPMENT PLAN AND BASIC SITE PLAN (Case 15-002BPR)

Introduction and Development Agreement Update

Mr. Foegler stated that in late 2012/early 2013, City Council made the decision to make the river corridor area the first focus of Bridge Street District, and authorized the River Corridor framework planning effort to begin. A variety of items informed that planning effort. One of these was the public improvements that the City had been contemplating – a roundabout, a re-located road, and a river park. It would build upon the assets of the Historic District of the City as well as the visibility afforded by the sheer volume of traffic and the sites. There were some parcels and developments prime for redevelopment. As an outgrowth of those planning efforts, private developers, particularly Crawford Hoying, were very supportive of the City's planning effort and began tying up key parcels to help advance that vision. In October 2013, the City held a large public meeting at OCLC to present some of the initial ideas -- both from that development planning that was emerging from Crawford Hoying as well as some of the planning of the City's River Corridor details, such as the park, pedestrian bridge and other key elements.

Since that time, there has been a continuous planning effort on the public improvements and private improvements. Those plans have advanced to the point where some formal regulatory review can now begin. Simultaneous with those efforts, the team has also been advancing discussions on the development agreement. In negotiations with the School District to formulate an arrangement providing for predictable development incentives, most of those efforts focused around expectations that the largest development financing gaps would be in the area of parking structures and construction of the road grid system within the corridor. That has proven to be true. He plans to highlight tonight the key elements of this development agreement framework, which are still under negotiation. There will be much more detail when the formal agreement is presented to Council.

- **New Community Authority/Community Reinvestment Area.**
The agreement will provide for the utilization of the incentive that was negotiated with the School District to place the City in a position to capture 100% of that tax increment for the first 15 years; 90% for the second 15 years. With that financing that will overwhelmingly assist with the funding of parking structures, the method proposed by this developer combines tools to get to that same point, as opposed to straight tax increment financing. The arrangement would create a New Community Authority for the geography of the entire development. That New Community Authority would be accompanied by a Community Reinvestment Area, which effectively makes the taxes "go away," as provided for in the existing agreements with the City. Rather than capturing the TIF revenue for the full 30 years, it is a combination of a New Community Authority fee being levied, which is equivalent to the taxes that are being foregone, in combination with tax increment financing. That will provide the revenues necessary to fund the parking structures. In early discussions with the developer, the City made it clear that this financing mechanism for the parking structure should not expose the City to credit risk. The

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

model being developed accomplishes that objective, but there are several layers of complexity that are being worked through. This is the largest mechanism and incentive element that is critical to the arrangement.

- The City will provide funding for the road system within the project area, which is currently estimated at \$17 million. The City is looking for prospects that may exist for long-term reimbursement.
- There will be some real estate transfers. There are roads, such as Dale Drive, that are not in the location the City Thoroughfare Plan recommends for the grid system, so there will be some rights-of-way in need of abandonment. Some of the City's acquisitions, original land for parks, and relocated Riverside Drive were estimates based on pre-design considerations. Subsequent to those efforts, the design has been finalized. There is some excess land in those locations. Therefore, in the development agreement, the City will be exploring ways to address the land needed from the developer for right-of-way, as well as some of the excess land that the City has either through abandonment or excess purchases.
- The other key feature proposed by the developer is the development of a special event/conference facility in conjunction with a hotel. The developer is proposing that they capture significant portions of the bed tax revenue from that in some fashion to help underwrite the cost of that facility. They believe that the conference facility and hotel would provide a totally different dimension to this market, bringing people in on a daily basis for events, which will benefit restaurants and retail within the area. The residential portions and offices portions do not necessarily feed the restaurant and retail activity. They are proposing to build a conference facility larger than any other within the City of Dublin, so it would be able to accommodate larger activities, training and events that the City cannot currently accommodate.

These items are currently being negotiated, but this describes the basic framework of the agreement for Council as they begin to review the project itself.

Mr. Lecklider asked who comprises the City's team that is negotiating with the developer. Mr. Foegler responded that the lead team is comprised of the City Manager, the Finance Director, himself, the Development Director /incoming City Manager, the City's legal advisor at Squires and the City's law department.

Mr. Lecklider asked for confirmation that no City Council members are involved in that effort.

Mr. Foegler confirmed that Council members are not involved.

Vice Mayor Gerber stated that the Casto development agreement included a requirement that those properties remain apartments for the life of the TIF -- 30 years. Is a similar restriction envisioned with respect to the property involved with tonight's proposal?

Mr. Foegler responded that this depends upon the nature of the TIF. The City is contemplating Chapter 40 and 41 TIFs. For certain areas, there are limitations on condominiums as opposed to rental units. Legal counsel will be recommending that for some portion, if not all of the units, there be commitments to maintain them as apartments. That does not mean that in the future there cannot be negotiations to undo that requirement. However, the terms would have to address the debt that has been issued with the expectation that the TIF revenue would be produced through use of those tools. Future re-negotiations would have to identify another tool to provide those payments. Given the limitations of tax increment financing in this case, however, those units would have to remain as apartments.

Vice Mayor Gerber asked for confirmation that there is not another option upfront.

Mr. Foegler responded that is correct.

Mayor Keenan inquired if there is any ability to have such an option upfront.

Mr. Foegler responded that it depends upon the nature of the TIF. With the geography of a Chapter 40 and 41 TIF, there will be more flexibility. Chapter 41 TIFs apply in

redevelopment areas, so how much of this area is characterized as a redevelopment area versus a new development area will be the major determinant. That is one of the major details that is being finalized. There is more reliability in the revenue stream in the incentive districts in the residential component.

Mayor Keenan noted that it would be very difficult to convert the units to condominiums in the future.

Mr. Foegler responded that the economics would have to permit it, such as retiring bonds from the proceeds of that in a predictable way. Where the bonds are in their cycle and what flexibility exists for those options can be explored.

Mayor Keenan stated that the lack of flexibility with this might not be a desirable thing.

Mr. Foegler responded that there would be a good mix of condominiums and apartments in this development. The young professional market will lead the demand for apartments, and increasingly, the empty nesters will also have a higher apartment rate. The young professionals will also have a regular turnover need, which will be easier to meet with a significant number of apartment products. This is an area with restaurants and activity zones that will appeal to young professionals.

Staff Presentation

Ms. Ray provided an overview of the Basic Plan application for the Bridge Park mixed-used development. Five motions will be requested of City Council this evening. Two are related to the Basic Development Plan; two are related to the Basic Site plan; and a third is to define the reviewing bodies for approval.

The Bridge Street District is comprised of the entire area inside the arc of I-270, between Sawmill Road and the US 33/I270 interchange that extends along US 33/Bridge Street to the eastern boundary with Sawmill Road. The site under discussion tonight is a 30.9-acre site on the east side of the Scioto River, a small part of the overall Bridge Street District. The site is on the to-be-relocated Riverside Drive; south of the first phase of John Shields Parkway (currently under construction); west of the new connector roadway between Dale Drive and Tuller Ridge; and north of SR 161. It includes the existing Bridge Pointe shopping center, portions of the existing driving range, and the commercial properties along Dale Drive. It is located south of the Grabill health care facility (currently under construction).

The Basic Development Plan applies to the entire site. The purpose of this plan is to evaluate at a conceptual level the cohesiveness of the framework that will set the tone for the public realm. The public realm is composed of the street network, the block layout, and the lots created for development. This application includes an analysis of the project based on the principles of walkable urbanism, as well as the Community Plan's objectives for the Bridge Street District. A preliminary plat was included, but prior PZC review and recommendation is required, so that will be forwarded from PZC to Council at a later meeting.

The Basic Site Plan does not include the full 30+ acres, but relates to a four-block area, which involves an increasing level of detail. Future basic site plan reviews will be required for the other lots that are not included this evening. The purpose of the Basic Site Plan Review is to provide an early analysis of the arrangement of uses, where the buildings are sited, and where the open spaces are planned, as well as for the applicant to obtain early feedback on architectural concepts. This application includes the preliminary analysis of those site details, although much more detail is expected in the next phase of review – the Final Site Plan.

The purpose of a Basic Plan review is not to make determinations on all the project details. It is to determine that all the basic building blocks are in place, and that the development character is appropriate and consistent with the Community Plan objectives for this area. This request includes waivers for both the Development Plan and Site Plan. Waivers are required for elements of a project that do not meet the letter of a specific Code requirement. They are not variances, which have a negative connotation. The

Bridge Street Zoning regulations are form-based and specific. Yet not all developments could or should be "one size fits all" and meet every single Code requirement. It was anticipated with the Code that a degree of flexibility would be necessary. The five waivers requested reflect that measure of flexibility along with all the Code requirements that have been met at this time.

The next steps following this application include:

- The Final Development Plan review to determine all those project details as well as the public realm. That will correspond with the Final Plat phase.
- The Final Site Plan review that includes the highly detailed review of all the project elements, all the aspects of the architecture and landscaping, open spaces and parking.
- The Conditional Use review for the parking structures – those that are visible from the right-of-way, as well as the master sign plan – looking at all the tenant sign plans for all these buildings.
- A request for open space fee in lieu if needed to meet the open space provision for this project.
- Building permit process.

This evening, Council will determine the required reviewing body for those next phases of review.

The Administrative Review Team (ART) made a recommendation to City Council on this application on January 8. The ART recommendation is the culmination of a significant amount of work on the part of the applicant as well as a number of public reviews: public reviews with City Council of the preliminary plat in September and an informal review the preceding year; four recent P&Z reviews; and many staff meetings to work through the project details. Staff appreciates the applicant's effort and collaboration with staff to ensure this is the best possible project.

Mr. Lecklider inquired if at each of the steps, the project received approval.

Ms. Ray responded that the formal decisions regarding the Preliminary Plat and the Basic Plan were for approval.

Mr. Lecklider inquired if that included the PZC.

Ms. Ray responded affirmatively.

Basic Development Plan Components

The proposed Basic Development Plan includes: a grid street network, nine development blocks and five new public streets -- including Bridge Park Avenue, Mooney Street, Tuller Ridge Drive, Banker Drive and Longshore Street. It also includes designation of a future mixed-use shopping corridor. Although all the streets in the area are expected to be very pedestrian oriented, the shopping corridor is the area where the highest degree of pedestrian activity is anticipated. All the front doors are for shops, restaurants and patio spaces. The plan also includes the Preliminary Plat for all the utilities, right-of-way vacation, etc.

Bike facilities on the site have been discussed. Under its previous iteration, the Basic Plan included below-grade parking structures. The revised plan has all above-grade parking structures. That also changed the block framework and street framework. The cycle network is a loop system that includes the pedestrian bridge and the future John Shields Parkway vehicular bridge. In this portion, Bridge Park Avenue will be in the center of the site with five-foot, one-way cycle tracks on both sides of the street. At Riverside Drive, a ten-foot, two-way cycle track will run along the west side -- the park side, of the roadway. This will allow for more pedestrian space and patio space on the development side of that area.

Basic Site Plan

Phase 1 of the proposed Basic Site Plan is a four-block area with eight mixed-use buildings, 371 housing units and 260,000 square feet of commercial uses, including office, retail, personal services and restaurants. The developer is considering a hotel and

conference facility, but that is not proposed with Phase 1. Their plan also provides two parking garages off of Riverside Drive, one block east, that have a total of 1,700 parking spaces. There are no surface parking lots with this development. The review also includes conceptual open space plans as well as preliminary parking, landscaping and sign details. A diagram is included that indicates how the open spaces would be distributed throughout the four-block site. Essentially, at least one gathering space is provided on each block, linear in nature that leads up to the new riverfront parkland. Details will be provided for the Final Site Plan review.

Mayor Keenan asked for clarification about public open space designated versus future park space.

Ms. Ray responded that, based on the number of residential units and the commercial developments, the applicant is required to provide a total of 1.83 acres of publicly accessible open space. In developing the Code requirements for the Bridge Street District, staff was aware that some projects would be able to provide all that within the scope of their overall project, whereas some would rely on other developments.

Mayor Keenan inquired if that would be future park space or is dedicated open space. Do they pay for that space?

Ms. Ray responded that there is a fee in lieu requirement.

Vice Mayor Gerber inquired if the five-foot cycle track is on one street or all streets.

Ms. Ray responded that it is only on Bridge Park Avenue.

Vice Mayor Gerber inquired if that is different from the previous plan reviewed in September.

Ms. Ray responded that, previously, no cycle tracks were shown on any streets other than Riverside Drive.

Vice Mayor Gerber stated that when this was before PZC, the Commission discussed their desire to expand the size of the sidewalks. Is it staff's opinion that has been adequately addressed in the plan being reviewed tonight?

Ms. Ray responded that in staff's opinion, and as it was back at that time, it has been adequately addressed. There is a five-foot cycle track and a five-foot sidewalk is adjacent to it – a total of 10 feet, and a two-foot, at-grade space that provides additional "wiggle room." From an urban design perspective, a balancing act must be achieved with the streetscape because a great deal needs to occur within an appropriately narrow area in order to have a comfortable urban environment. They worked very hard with the applicant and the consultants on the public realm projects for this area. Staff's recommendation is that the plan is appropriate as shown.

Vice Mayor Gerber stated that during previous discussions, Council was concerned not only about the cycle track but also that there was sufficient room for the outdoor cafes and pedestrian traffic.

Ms. Ray responded that the applicant has also relocated the garages in the project, which allows more flexibility to place the buildings to give more space within their private property for patio spaces.

Mayor Keenan inquired if the five-foot wide sidewalks were in the retail area. His understanding was that a portion of the sidewalks was five feet in width, but some portion was wider.

Ms. Ray responded that will range a bit within this area, given the fact that the building placement and details are still being worked out. The area under discussion at this time is essentially a five-foot cycle track and a five-foot sidewalk area. The cycle track is intended to serve as a spillover zone. There will be signs and other directional information to ensure that cyclists know that if they are at the sidewalk level – the pedestrian level -- the hierarchy is that pedestrians have priority. Cyclists can move to the street. The Bicycle Advisory Task Force (BATF) indicated that they were comfortable with this arrangement.

Mr. Lecklider stated that with the garages relocated in the revised plan, it appears that the patio spaces are located on private property.

Ms. Ray stated that the intent is that it feel seamless, as a continuation of the street and that one is not aware of where the right-of-way begins. There will be adequate space to allow for patios and seating areas.

Mr. Lecklider inquired the distance from the curb to the building front.

Ms. Ray responded that in most locations, the number would range from eight feet to 12 feet.

Ms. Chinnici-Zuercher asked how Gay Street in Columbus, from High Street to Third Street, compares to what is shown tonight.

Ms. Ray requested Mr. Meyer to respond, noting that other examples throughout the Columbus region were reviewed to make sure that enough space is in this plan. Eight to 12 feet is sufficient for at least two rows of dining tables.

Darren Meyer, MKSK stated that the distance from the curb to the building face on Gay Street in the portion between High Street and Third Street is between 14 and 16 feet. The distance from the curb to the building face on Bridge Park Avenue as shown tonight averages around 24 feet.

Ms. Ray noted that figure includes the right-of-way as well as the space on private property.

Mayor Keenan inquired if that is true of both examples.

Mr. Meyer responded affirmatively.

Vice Mayor Gerber inquired how that compares to what PZC reviewed in October -- is it wider or the same size?

Ms. Ray responded that it is somewhat wider in terms of the space that is available for seating areas.

Mr. Gerber inquired the specific width.

Russ Hunter, Crawford Hoying, 555 Metro Place, stated that it is three to four feet wider, approximately two feet on each side.

Ms. Salay stated that, previously, the plan provided that along Bridge Park, moving east up the hill, the space was wider near the park. The buildings become closer together moving further east. Is that what is now contemplated?

Ms. Ray responded that it is somewhat the same. Along the street section, there is still the five-foot cycle track and the five-foot walkway plus the spillover area. Closer to the intersection of Bridge Park and Riverside, there is more space because there is a shorter intersection there. Due to the tightness of the intersection, there is opportunity to remove the on-street parking in that segment. When the onstreet parking is eliminated, the sidewalk widens to 7-1/2 feet plus the additional space in the private area. This opens up the view shed to the park, because the intersection is located near the landing of the pedestrian bridge.

Ms. Salay stated that she has looked at examples of bicycle facilities over the internet, but was unable to find an example of the proposed setup. Is staff aware of this type of facility located elsewhere? If so, she requests that staff provide that information in the future.

Ms. Ray responded that information could be provided for the Preliminary Plat review.

Applicant Presentation

Brent Crawford, principal of Crawford Hoying and Crawford Hoying Development Partners, stated that as a resident and business owner in Dublin, he is passionate about what this City is today but also what it will be in the future. The other members of his team are also Dublin residents, so they feel a responsibility to deliver a first-class project of which they, their families, the City, and the City of Dublin residents can be proud. This development of this area has been a long time coming – five years of community planning; two and a half years of their planning; thousands of hours have been dedicated by their team over those years; site design; and building design to reach this point. It has been worked on not only by their team but professionals in the local market and out of this market – some of the best-qualified people in the country. That has brought the project to this point today,

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

which is the introduction of Phase 1 of Bridge Park. As will be seen, their plan fits nearly identically with the 2010 Vision Report, which accurately predicted the changes and demographics that are seen today -- their development meets those demands head on. They applaud the City for being visionary on this front and preparing the City well for the future. This plan created with the City and the community is meant to build upon what exists in Old Dublin and connect it to the east side through the pedestrian bridge. The physical connection will be through the bridge, but a connection also will be created with the businesses and residents who live, work and play on the east side of the river. There will be significant relationships between the east and west side that are more than physical and will be very important for the fabric of what they are trying to create in Dublin. This is definitely not about one building or product type. It is about creating a destination – Dublin’s destination. That is created through delivering the right mix in the right location for the right market. They are confident that they are achieving that. This development is about enhancing the assets the City already has, creating new ones and connecting them so people can live, work and play in one location. That is an often over-used phrase, typically because it is poorly executed or not executed at all. In this case, however, the City of Dublin had the vision; they have the plan; and they are ready to execute that plan. Their goal is to create a destination for families, residents, talented workers, and visitors from inside and outside the market. It is also about keeping residents and jobs in Dublin because of their desire to be part of a mixed-use development. It will add new, fresh talent from outside the market who want to experience this. This product currently does not exist in Dublin or in most communities like Dublin within central Ohio. This experience will make it possible to access easily all that Dublin has to offer – arts, cultural, economy and community. It is all within walking distance – a destination location that they expect not only people from Dublin to enjoy. They have tremendous interest from many groups, and they are excited about making many announcements over the coming weeks. Cameron Mitchell Restaurants and similar groups are the type of quality businesses expected to be part of this development. In summary, the project is about enhancing what already exists in Dublin; building upon the core of Old Dublin and the river; creating these new assets; making the connections. This will create that special destination place desired. When people think of Dublin, they will think of this heart and core of the City. They are excited to bring this forward and show Council all the progress that has been made over the last two and a half years, particularly in the last few months. [A video of their proposed vision, which they are showing in the marketplace, was shared with Council.]

Nelson Yoder, principal of Crawford Hoying Development Partners, stated that he is a lifetime resident of Dublin. The Bridge Street District map shows the location of the new interchange on the western end of the downtown district and the new street grid signature streets to create the connections between the different segments of the City. Bridge Park is a large project being launched to help realize the vision that the City has of a combination of public and private projects that will make up the District and create a competitive edge to the City.

Bridge Park – Phase One

Mr. Yoder described phase one, noting it is a short walk from Historic Dublin over the pedestrian bridge to the east side to Bridge Park. On the west side of the river is the new parkland – the more natural of the two parks that will be created on the riverfront. It is a space that engages with the water, utilizing the beauty of the Scioto River, which is under-utilized at this point. On the east bank of the river is a park in which live performances might occur. From there, one can reach Bridge Park Avenue, either by foot, bike or vehicle. The signature streets are closely integrated with the City’s planning efforts for the District. Wayfinding maps will seamlessly integrate with the streetscape to help with the pedestrian experience. They have been working with Kolar Design, which is also the City’s streetscape and wayfinding consultant. An example of the wayfinding in this plan is the wayfinding kiosk. There are casual and formal dining destinations spread along the river and along both sides of Bridge Park Avenue. There are four stories of office located over one-story of retail with great views of the river and the park. The upper stories have balconies from which the view can be enjoyed. On Bridge Park are many multi-

generational living options. Large floorplates for creative offices are in some of the buildings, which will accommodate some growing Dublin businesses. This will also be the "spine" for personal services – bank, spa, other casual dining places that are spread along Bridge Park Avenue. The pedestrian is treated differently here, an area that is centered around people, not the automobile. The Mews is one of four unique public open spaces included in the first phase of the project. The Mews has a great deal of grade change with interesting steps leading through the spaces. Using the spaces will be office workers working from their laptops; residents and visitors eating lunch; bicycle traffic – as there will be bicycle facilities off the open space; and streams of people in and out of this portal to one of the public parking garages.

There are two, 850-space parking garages in Bridge Park, which are designed to provide the "best in class" parking experience -- open and airy from the inside, but at the same time, canvasses for public art. From here can be seen residential balconies and residential bridges overlooking the open spaces. As well as adding visual interest, they are key components for making the project work. The bridges allow the first three floors of the parking garages to serve the visitors to the restaurants and office spaces that are closer to the street and have a more frequent turnover. The upper floors are accessed by a ramp between levels four, five and six. Those will be utilized by employees of retailers and residential parking. The intent is to pull the residents up out of the area of more frequent coming and going traffic. This is an improvement over the previous iteration that had large plates of below-grade parking -- people would park below ground and use an elevator into their desired building without any interaction with the outside. With the new plan, it is possible to sort the residential parkers from the retail parkers.

Down at Riverside Drive is another open space called "The Pavilion," which is a great outdoor concert venue, created in one of the public open spaces between two buildings. Here, interaction can be seen between outdoor patio spaces, the river and the park. Outdoor public space has been created for almost every plate of office within the project. Each of the office floors has an outdoor balcony that overlooks the river and park; the top floor has a larger balcony. An outdoor terrace is provided for the residential building, which has a view of the river, in addition to all the residential private balconies. There will be a variety of open spaces that can engage the park and river, tying that back to the rest of the project.

Timing Details

This plan has evolved since September 2012. During that time, the City has also been working on its own planning efforts – relocation of Riverside Drive and the Dale-Tuller connector, etc. They have worked in tandem with the City to gear toward the start of construction in the spring of 2015. The goal of the phasing is to minimize the disruption to Dublin residents. The phasing schedule provides for most of the "heavy lifting" in their project to take place at the same time that Riverside Drive is being relocated and people are being routed around the area. Phase 1 is geared for a summer 2016 occupancy. Their work began in earnest in November 2014 at their own risk. They have already cut a portion of this site to grade. Preliminary grading was done under two buildings with the goal of getting ahead of winter so they will be able to hit the desired dates. They had also made a commitment to Council of being able to get in the ground at the end of last year, and they were able to do that. Block 1A and Block 1B are comprised of eight buildings, which Council will review tonight.

There are other phases, which he will describe briefly, that will be presented to Council for review in a few months. Phase 2A and 2B have condominiums, additional retail, mixed-use buildings with residential, a proposed theater, and parking. Phase 2C is the hotel, event center and an office building. This will occur later in 2016. Phase 3, in the spring of 2017, will be owner-occupied condominiums. Phase 3A and 3B are contemplated to include a larger format grocery store with residential above, another mixed-use building along the river, and parking. That is the overall schedule. More details on the future phases will be presented later to Council.

Public Realm and Open Spaces

Darren Meyer, MKSK, stated that the main street east and west through the center of the site is Bridge Park Avenue. Streets in this District are for more than moving cars. They are for bikes, pedestrians, outdoor dining, leisure and recreation. There should be no distinction between right-of-way and non right-of-way, between private and public open shape. Everything outside of the buildings is seamless, urban public space. Similar to BriHi -- from the corner of High and Bridge Street back into the district is a seamless environment of urban space – that is the effect they want to create. Bridge Park Avenue is a signature street, and as such, merits the use of higher-grade materials to have the benefit of longevity and warmth in appearance from a pedestrian’s standpoint. Brick sidewalks will flow through the shopping corridor both on Riverside Drive and Bridge Park Avenue. From the two parking structures, people will exit at two lobbies. The quality material, the brick that is used in the street, will also be used to encompass the entrances from the parking structures to the street. The brick will also be used to blur the line between the right-of-way and the open spaces.

Urban open spaces, different from parkland, serve many more functions:

- Accommodate service deliveries and trash removal for the retail it backs
- Serve as a courtyard for residences
- Solve practical circulation problems by providing bike parking and bike racks
- Move pedestrians through open spaces
- Provide space for social functions for office workers, residents and visitors
- The greenspace within the open space provides shade, green and stormwater function. The stormwater roof runoff will be accommodated.

Architecture

Russ Hunter, Crawford Hoying, 555 Metro Place, stated that the building designs have evolved since the first renditions in 2013. The original plan had parking under the buildings, which complicated some things, but as the design evolved, Bridge Park Avenue moved so it was possible to create a street that had two sides – a complete main street. Information from the October 22, 2013 public presentation has guided them in the evolution of the design. Initially, the buildings lacked detail with a rigid repetition. Today, the buildings appear as though they could have been designed by different architects. Moody & Nolan brought designers in from every one of their offices, who provided fresh, different input. Elimination of the underground parking also freed up the first floor of the buildings and allowed for more design flexibility, to tie what is happening on the ground floor into the upper floors. They looked at how to add more outdoor space and how to embrace six-story urban buildings and make them special. This is the Basic Site Plan, which begins to show some of the detail. The Final Site Plan will provide a great deal of building details. Building highlights include:

- Building C1 – fronts Riverside Drive, is on the northernmost part of Phase 1. It has retail and restaurant on the ground floor and four stories of residential above. In this phase, it is the corner that is seen when traveling southbound on Riverside Drive. In subsequent phases, more will be built there. It is a U-shaped building with a courtyard for the residents in the middle. It overlooks the river and the park. The open space called “The Pavilion” is on the south side of the building. The ground floor of this building is 20 feet in height. They tried to raise the ground floor for the retail somewhat to allow variety in the kinds of spaces that restaurants and retailers can develop. For the Final Site Plan, window, sill and railing details will differ between the buildings to differentiate the identity.
- Building C2 - It has primarily office in the top four stories, with retail and restaurant on the ground floor. The most prominent piece of the building is the tower element, which is to acknowledge that this is the gateway to Bridge Park Avenue. Across the street, Building B2 has a tower element, too, but that one is more secondary. The swoop of the bridge landing focuses the view on the tower of Building C2, so this will be the heart, or beacon, that will draw into the development. The building has “The Pavilion” open space on the north side of the building. There are balconies on every floor for the offices, both on Riverside Drive and on Bridge Park Avenue.

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

- Building C3 – Turning the corner onto eastbound Bridge Park Avenue, the building provides retail and restaurant on the ground floor, office and commercial on the second floor, and three stories of residential above that. Because this is a long building and on the main street, special attention was paid to the use of materials and massing to make sure it maintains the “Main Street” character. There is a grade change from the east to the west side of this site, moving toward the river – about eight feet. That allows them to increase the height of the first floor for the restaurant tenant; it would be possible for a restaurant to have a mezzanine in that space. There will be some unique masonry details – a corduroy brick pattern, a contemporary look. A different material will also be used for the balcony railing.
- Building C4 – This building has the parking garage and residential that wraps two sides of the parking garage. The residential in the building wraps the Mooney Street side and the open space that is between Buildings C3 and C4. This is done to maintain an open, naturally ventilated garage that provides a quality experience. Two sides needed to be kept open; two could be wrapped. A visitor to the District could enter the garage at the first level at Longshore Street or at the second level at Tuller Ridge. A resident would take a speed ramp to the fourth floor. On that floor, there is a resident lobby that connects to the elevated pedestrian bridges. Those bridges are designed so that only residents of Bridge Park can access them. There will be a large, glass elevator stair tower at the main entrance that opens up to the welcome mat, open space area. That is the place that a visitor would enter/exit the garage. The screening for the two garages will be unique, intended to provide best in class, garage experience. For this garage, we have looked at metal perforated panel, introducing them into the openings into the garage, using variations in height, color and light. On the ground floor plain – the Longshore Street elevation, introduction of planters and lighting, doing everything possible to ensure that remains a strong pedestrian experience. Because the open side of the garage faces Longshore Street, there would be an opportunity later in the process, if the market dictated, to add more restaurants and services. The garage is designed so that it is possible to make some of it, or all, space that could be leased out if desired in the future.
- Building B1 – This is on Riverside Drive, on the southern edge of Phase 1, closest to the block that will have the hotel and conference center. This is retail and restaurant on the ground floor; larger office footprints on the second floor; residential on the top four floors; balcony for offices on the second floor; courtyard for residents on the third floor. There is an open space between this building and Building B2, called “The Plaza.” It is a smaller space, mostly hardscape. The restaurant spaces will flow in and out of that space. The building has been stepped back a little to allow more light into that space, because it is one of the tighter open spaces on the project.
- Building B2 – This is located on the south side of the intersection of Bridge Park Avenue and Riverside Drive. This building has the secondary architectural tower feature. There is retail and restaurant on the first floor; office on the second level; and four levels of residential above that. This is an L-shaped building, similar to the one next to it, with large outdoor spaces on the third level, covered areas for patio and dining along Riverside Drive. It also has an additional space on the sixth floor for residents that will overlook the river. The building will have different masonry details and railings to achieve a contemporary design and a unique character.
- Building B3 – This is the Bridge Park Avenue elevation. It has retail and restaurant on the ground floor and four levels of residential above. This is referred to as the warehouse building; it has remained in much the same form since the beginning of the process. Through the use of windows and architecture, this warehouse format does allow some different residential environments. There are larger windows and taller ceilings. The grade change is about seven feet on this side of the block and opens the restaurant space on the west side of the building to a potential mezzanine. There is an amenity on the roof on the west side – a tenant would be able to go up to a roof outlook of Bridge Park Avenue. The back of the building

overlooks a linear open space. Every one of the buildings overlooks some portion of open space.

- Building B4 – This is the last building. It has the second parking garage. It is naturally ventilated, lined on two sides with residential. The open space is lined to enhance it, but they lined the residential on Longshore. This was done because if the theater comes online, there will be another parking garage to accommodate high parking counts. They did not want the experience along Longshore from one end to the other to be a mirror image of parking garages. It makes more sense for this side of the building to have a residential liner and let the garage open on the other two sides. However, the vehicular circulation for the parking garage in this building is similar to that of the other building. The entrance for commercial users would be from Banker Street on the first level and from Mooney Street on the second level. On the fourth level, there would be a residential lobby that connects to pedestrian bridges. They are looking at the use of metal mesh for this building. How it is mounted and the use of lighting can make it a work of art.

Residential Bridges

The design attempts to keep the bridges light and open, to avoid the feel of hermetically sealed containers. Users can still feel the air and hear sounds from the street -- and therefore still feel connected to the community.

Sustainability

Bridge Park is sustainable by its very nature.

- In these more dense communities, there is less reliance on the automobile. Whether the people live or work there, having most of their needs filled within walking distance will encourage foot traffic. There will be no need for a car. Theater and grocers added to the mixed-use communities encourage less use of cars.
- There is also less energy consumption with shared roofs, walls and floors. This is within an urban service area with existing City utilities and services.
- What makes this work is the structured parking. Adding these six-level parking structures eliminates over 20 acres of surface parking by stacking the parking. In addition, having rain run-off from two parking garage roofs rather than 12 surfaces means eliminating 10 million gallons of polluted stormwater from running into the river over the course of a year. All of the stormwater that is captured on the roofs of each building is funneled into the open spaces and used as a design feature. This is especially noticeable on the east side where there is a grade change. During a rain event, the stormwater will cascade off the building and down a series of biodetention.
- Multimodal transport. Bike facilities will be placed in many locations, making them completely natural to this development, not only for visitors but for residents. There is both public and private bike parking; cycle tracks are integrated into Bridge Park Avenue. Efforts continue to re-connect COTA here. There might be shuttle service for those who live here but work in Metro Place or somewhere else.
- Other considerations they are researching include:
 - Zero grid lighting, which is low voltage lighting in areas that are lighted 24/7, such as parking garages, or common corridors in residential and office areas. Powering the lighting through either solar or wind would pull no energy from the grid.
 - Use of smart water heater thermostats that can communicate with the grid to provide heating at times less taxing for the electric grid. Crawford Hoying has pilot programs testing this in some of their smaller developments to see if this could be implemented at Bridge Park.
 - Power and heat co-generation for the hotel building, where there are areas that always need power or heat – one generates the other. They are working with IGS energy on the options.

Mr. Yoder thanked Council for their patience as the presentation was longer than anticipated. It has been a long process to get to this point. He thanked Council for their

continued partnership and asks for their support to move forward. They hope to be back before Council in 5-6 weeks to continue moving the project forward in order to transform that side of the river by summer 2016.

Council Questions/Discussion

Mr. Lecklider asked how these buildings compare in terms of height to other building examples in central Ohio, such as in Harrison West, the Short North, Grandview Heights and Columbus Commons?

Mr. Hunter responded that Grandview Yard is probably the best example with buildings one level shorter. The Short North is a great example, as is the Arena District with buildings that are one or two levels higher in some cases. The Short North has developed over such a long time that there is a great deal of variety.

Mr. Lecklider inquired about the height of newer residential buildings in that area.

Mr. Hunter responded that the newer residential buildings in the Short North top out at eight stories, but in the Short North, some of the buildings have stories that are stepped back. The buildings may go up five stories, then step back so that the last three stories would be 20-30 feet off the front. That maintains a comfortable feel of a 100-110 feet height, building to building.

Mr. Lecklider inquired the height of a five-story building.

Mr. Hunter responded that it would be 60-70 feet in total height.

Mr. Lecklider inquired if the typical two-story building in Dublin is 35 feet at its peak.

Ms. Ray confirmed that is correct.

Mr. Lecklider stated that, for the most part, these buildings are then approximately twice the height of existing residential in Dublin.

Ms. Ray responded that they are a little higher than that.

Mr. Lecklider stated that an example of the proposed streetscape exists in downtown Columbus, in the vicinity of the new County Courthouse, on Town Street, Rich Street, Front Street, etc. He is referring to the curbs and sidewalk treatments. Although it is more expensive, contrast that to the Short North's use of concrete – whenever they re-do those curbs, it will likely not be with concrete.

Staff Recommendations

Ms. Ray stated that the Administrative Review Team (ART) made their recommendation to Council on January 8. The report in the Council packet contains includes discussion on the big picture elements – the development agreement, the principles of walkable urbanism, architecture, open spaces, etc. The purpose of the Basic Plan Review is to determine if the big picture elements are in the right spot; are the streets in the right places; are the buildings sized appropriately; and are the open spaces going to contribute appropriately to the urban development. In the ART's opinion, the major project components are determined to be appropriate and consistent with the principles of walkable urbanism, as well as the Bridge Street District Area Plan and the Community Plan. The upcoming applications – the Final Development Plan and the Final Site Plan are going to help determine the ongoing success of this project. A high level of coordination and exacting attention to detail will characterize the next levels of review. At this point, however, the ART's opinion is that the big pieces are in the right place.

Much of the open space information that Crawford Hoying shared this evening is fairly new information, emerging as early as last week. The opportunities that will be created between these buildings is exciting. The buildings that are framing the edge of these spaces really need to be special, have a lot of visual details, not feel like service areas, but define the spaces in a three-dimensional sense. There must also be vertical elements that will draw pedestrians in and through those spaces. Their report has a detailed review of how all the buildings measure up against the Code requirements and some of the consistent themes on which they will continue to work with the applicant in the next level of review. The applicant has worked very hard with the ART and staff on the architectural character to achieve the results shown in the plan. Some items Council could comment on tonight to guide the discussion include: architectural character, proposed building materials, resident pedestrian bridges, street sections and the proposed waivers.

Five Council actions are requested this evening. The ART recommendations for each waiver follow.

Development Plan

Two (2) waivers, relating to the street network and the block framework.

1. Maximum block size. Seven of the blocks meet the requirements; two exceed the maximum block size. The reason the Code has maximum block size requirements is to ensure there are no super blocks; that there is adequate distribution of traffic as well as pedestrian permeability. In these two cases, there are unique circumstances. One relates to the spacing between John Shields Parkway and Tuller Ridge Drive. Because this is Riverside Drive, it is not desirable to add another street intersection along that roadway, if it can be avoided. There is also an 80-foot greenway along the north side of this block. Because the Code measures block size from right-of-way to right-of-way, ART recommends approval of the larger blocks.

Ms. Salay inquired if the waiver would be needed if the greenway were to be removed.

Ms. Ray responded that the waiver would still be needed.

2. Designation of front property lines. The Code requires that all blocks have two front property lines; the other sides are corner side property lines. This prioritizes where the front door is located and where the vehicular access is located. The Code states that if there is a principal frontage street – the signature streets, then that is the front door – the address street. It is desirable to ensure that there is building frontage and great pedestrian spaces that are not interrupted with driveways or surface parking lots. There are front property lines at Riverside Drive and Bridge Park Avenue. That means that all the other property lines are corner side property lines. That causes an issue with two blocks where there is only one front and three corner sides. That is due to the parking structures on those two blocks, some grade changes and the pattern of front property lines with Bridge Park, Riverside Drive and Dale Drive. This is a technical waiver, and ART recommends approval.

Mr. Peterson requested clarification of the significance of a front property line.

Ms. Ray stated that a good urban pattern is established by prioritizing special streets as having the front doors. The front door streets are Bridge Park Avenue, Riverside Drive, and Dale Drive. The others are more secondary streets, where service, vehicular circulation and garage access occurs.

Basic Development Plan – 30.9-acre area

ART recommends approval with six conditions as outlined in the materials.

Basic Site Plan

Three (3) waivers are requested. These are applicable only to certain buildings. They are bigger picture elements, and the applicant would like feedback this evening.

1. Front property line coverage. This is related to the previous waiver, but essentially applies to the buildings fronting Riverside Drive. The Code has front property line coverage requirements to make sure that along the whole length of a development site that there is either building or open space or some other high quality pedestrian-oriented environment. This is another technical waiver. If all those buildings were on separate parcels, the requirement would be met; however, they are on shared parcels. This lot is the same as the block, with an intervening open space between. Because that takes up some of the front property line, this is a technical waiver. ART recommends approval of the waiver.
2. Horizontal Façade Divisions. These are designed to enhance the pedestrian environment. The Code requires a horizontal façade division, which could be a change in building materials with an architectural feature at the top of the first floor to ensure that there is not a giant glass façade, for example, which would make an uncomfortable pedestrian environment right up against the street.

These three buildings, by nature of the fact that they have retail and commercial on the first floor and office above, set up a base/middle/top architectural character, where the division occurs at the top of the second floor. This sets up an appropriate relationship between the first two floors and the upper stories. They will work with the applicant to ensure that there are awnings, canopies, elements that will bring the building down to a pedestrian scale. ART recommends approval of the waiver.

Mayor Keenan inquired if that means that there be awnings, canopies, etc. in the later, more detailed plan.

Ms. Ray responded that they would be included in the Final Site Plan review.

3. Ground Story Height. Four buildings on Mooney Street are impacted by the change in grade that occurs between Mooney and Longshore Street. The height of the ground floor at the top of the hill meets Code requirement. Down the hill, the same ground story height is carried, but the floor progressively lowers. For those four buildings, ART recommends approval of the waiver.

Mayor Keenan inquired if there should be another future project of similar size and scope located elsewhere in the District, should waivers be anticipated as a normal part of the process?

Mr. Ray confirmed that is correct.

Mayor Keenan noted that most of the Code requirements have been complied with and relatively few technical issues need to be addressed.

Ms. Ray noted that they relate more to the site than to anything else. ART recommends approval of these three waivers for the Basic Site Plan.

Basic Site Plan (a four-block area) – ART recommends approval with the total of eight conditions as outlined in the materials.

Public Comment

Kevin Walter, 6289 Ross Bend, Dublin stated that the Vision for the Bridge Street District calls for creating a dynamic, economically viable, human-scale, live-work area that inter-relates with Historic Dublin, draws focus on the Scioto River and defines the core of Dublin for the next century. It's a bold and dramatic framework that will benefit generations of Dubliners. To date, the City has invested tens of millions of taxpayer dollars, issued and sold millions of dollars in bonds, created a TIF agreement with the Dublin City Schools, established development agreements and committed hundreds of millions of private investment dollars to that vision. Council has changed the fundamental relationship between Dublin and its development community; re-ordered the allocation of public funds; and re-molded City Code to ensure that the vision becomes reality. The question is, given all that effort, does this current application live up to the expectations of the community? Does it create a truly special place, a uniquely Dublin place? Does this application make the years of effort to get to this point worth it? He supports the fundamental vision of the Bridge Street District, but the current application fails to live up to that vision. It fails to live up to the high quality standards that Council itself has articulated for the District. This application, the first major project to come through, will serve as a foundation for the District, and will be the application by which all other projects are judged. The bar by which this project should be judged should be set very high. The fundamental elements of this plan that are being reviewed tonight include: building placement, open space arrangement; and a variety of elements that will create the look and feel of the District. Getting those elements right is critical. After all the time, effort and expense put into the process to date, this body is compelled to set a standard worthy of that investment. From the outset, this application calls for five waivers from the specifically created Bridge Street District Code. Five waivers from which the very Code that was tediously worked through by City staff, Planning and Zoning Commission, City Council and the residents of the community to ensure that the development community had predictability and certainty about what was required within the District. Why should we expect that each and every future project coming forward will not ask for a waiver rather than add to the quality of the individual project by bring a level of detail and specialness and vision by the Council? The waivers requested tonight have to do with the size of City blocks, the manners in

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

January 20, 2015

Page 15 of 29

Held

20

which buildings are oriented to the street, and the way the building facades are created. In each case, the need for waivers is not because the empty ground that exists today cannot be shaped to fit the Code, but rather because the developer would be required to invest more into the project than they are willing, at this point. Is that the standard by which each project should be measured? So many projects have come through Dublin over the years that have only been approved because the developer chose to meet the standards set forth by the City. Several projects have gone above and beyond what was set forth by law -- Dublin Methodist Hospital, IGS Energy, Cardinal Health, the MAG campus. In those cases, the developer chose to make a statement in Dublin. This developer and this application reverses that history, and reverses that history in the face of a significant public investment and the success of their project. The least the City should ask of the developer is to meet the fundamental basics of the Code and deny their request for waivers.

Another significant departure in this application from the Vision Plan for the District is the way in which the principles of walkable urbanism are articulated. The intent of the principles is to create a District that is vibrant, a District that provides ample opportunities for neighbors to meet on the street, gather in coffee shops, walk to work, and create a fabric for the community. The principles attempt to define ways in which communities can embrace pedestrian-friendly developments to build a rich and deep sense of place. The Short North is a perfect example of a district that is developed with walkable urbanism concepts. Retail shops face the street, casual interactions happen on the street and corners, and people exit their homes and enter the public realm to meet others in the same realm. Contrast that with the traditional urban living where we exit our homes to our private space and our car to continue to the private space of a drive-through before we finally arrive at our final destination -- never stepping foot in the public realm but, rather, travelling through it, isolated. The Bridge Street District was originally envisioned to have underground parking facilities that were physically disconnected from the living units contained in the District, but because of the expense, the developer moved the parking facilities above ground into two sizable garages. Then sky bridges were added to make it more convenient for residents to get to and from their cars. This application brings forward a vision of 887 residents leaving their homes to the private space of their car to continue to the private space of a drive-through before arriving at their final destination. Does that sound familiar?

He asked Council to have the courage of their convictions. They should hold this applicant to the standards that Council articulated to the people of Dublin. Don't allow this applicant to use sub-standard materials like EIFS, vinyl and stucco; to make buildings too massive, under-mining the walkability of blocks and blocks; to hide open spaces where they have never been used and are economically advantageous. Don't compromise City standards now, while there is still the opportunity to get the development promised.

Chris Amorose Groomes, 5896 Leven Links Court, Dublin stated that she was not aware the public comments would be time limited. She has two items to address. She requested Ms. Ray pull up the 6th or 7th slide that lists the review process that has occurred for this project thus far. Mr. Lecklider inquired earlier if the plan had received approval at every step of that process. She wants to clarify that there have only been two approvals that this project has received -- one from the Planning and Zoning Commission and one from City Council. Both of those approvals were with regard to the plat exclusively. The applicant has abandoned that plat and is now applying for a new plat. So, in fact, this application, as seen today, has no approvals.

The Bridge Street District is indeed a transformative initiative in the City of Dublin, one that she welcomes. It continues the City's long and rich commitment to bold thinking. At its core, it fulfills the vision principles that this body adopted on October 25, 2010. Those principles are fivefold: enhance the economic vitality; integrate the new center into community life; embrace Dublin's natural setting and celebrate commitment to environmental sustainability; expand the range of choices available to Dublin and the region; create places that embody Dublin's commitment to community. At best, this proposal fails to meet three of those objectives. It could be argued that it fails to meet all five. This development does not integrate itself into community life; it does not embrace

the natural setting; nor does it create places that embody Dublin's commitment to community.

With respect to integration into community life, this development is highly outer dependent; does not provide an attractive public realm; and does not encourage multi-modal forms of transportation. For a sense of community, interaction is critical. Here, residents are encouraged to park their cars and proceed directly to their living quarters without ever interacting with the street or the community in which they live. There are six sky bridges that are designed to allow residents to travel from building to building without contributing to the vitality of the street network below. According to Andreas Doumy, the country's foremost expert of walkable urbanism, skywalks rob sidewalks of pedestrian life and hurt retail business. The successful urban environment is one that creates an experience. To create that experience, the proper ingredients must be present in exacting precision. There must be architecture that is interesting and captivates attention. There must be a sense of energy created by the people in the public space. There must be something to draw those people in. Those elements simply will not be present in this place. Attention must be given to various forms of travel. There are no transit stops planned, and once this application leaves Council tonight, there will not be space available to provide transit stops and structures that would not impede the little public realm that is left. Cycle tracks, too, have been compromised to the point that they are no longer effective forms of transportation.

With respect to embracing Dublin's natural setting in celebration of commitment to environmental sustainability, this development is in no way sustainable because it will not pass the test of time. The best opportunities our residents will have to interact with the Scioto River from the east and experience its beauty is to create a tunnel that will pass under six lanes of asphalt. This is certainly not the celebration of the natural setting that we set out to engage, but rather, a barrier to its access. The applicant is requesting waivers to ensure that they do not have to integrate into the natural topography of the land, but rather ignore it to place their façade at a higher elevation in order to avoid the expense of integration. The Community Plan specifically calls for terracing to tuck parking below buildings. The architecture selected is what she refers to as "2010 construction." As she travels the country on a regular basis, these are the style of buildings being constructed in virtually every city, largely due to the affordable nature of its design. They are not environmentally sustainable as they are not convertible spaces that can serve different uses over the course of time, a requirement of the Code. The "stick" construction on Floors 3 – 6 eliminates the convertibility of the structures, yet it does provide a very cost-effective means of construction for the developer.

With respect to creating places that embody Dublin's commitment to community, this development has compromised walkability, variety and vitality. The requirement is to have a clear 12 feet of sidewalk in the shopping corridor. To try to create the illusion that it meets this standard, the tree wells and cycle tracks have been added into the sidewalk calculations, certainly not living up to the intent nor the letter of the law. The Code is clear – 12 feet of sidewalks, not a mixture of tree wells, cycle tracks and sidewalks to achieve 12 feet. Sidewalks are the single most important part of any urban area.

She asks that Council honor the tradition of this community and the efforts of its taxpayers, who have to date spent in excess of \$30 million to create this blank canvas upon which the vision of the Bridge Street District will be painted. She asks that Council require the applicant to bring forth an application that is worthy of our efforts and an asset to our community's future.

Amy Kramb, 7511 Riverside Drive, Dublin stated that staff is recommending that Council vote "yes" tonight on the Basic Development Plan, which is basically the streets. She urges Council to vote "no" until the developer can show a higher conformity to the vision principles, Community Plan, and principles of walkable urbanism.

The application fails review criteria #4, #8 and #9 as they pertain to transit. Walkable urbanism and vision principle #2 speak about integrating the District into the community with transit connections. Yet none of the street designs accommodates transit. If Council approves this tonight, the right-of-way will be set, and it will be too late to widen these streets for any bus pull-ups, bus stops or shelters. Just like cycle and pedestrian accommodations, transit elements need to be designed at this stage of the plan. Trying to

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

January 20, 2015

Page 17 of 29

Held

20

find space after buildout will only degrade the quality of this environment by lessening or removing other elements, such as on-street parking, the cycle track or the five-foot sidewalks.

This application fails criteria #5 – these buildings are not appropriately sited. The application allows the developer to occupy two blocks of prime real estate with parking garages. The Community Plan states the District will use existing topography to terrace buildings with parking tucked below to maximize use towards the river. Why are we compromising this vision? These blocks should contain multi-use buildings, not parking garages, and high-end condominiums not studio apartments. Staff also recommends that Council approve the Basic Site Plan; she urges Council to vote “no.” This Basic Site Plan should establish the walkable urban environment. It will be the bar against which subsequent reviews will be based. The Code requires that the applicant ensure that any subsequent site plan is substantially similar to the plan Council is voting on tonight. The developer will be held to the building locations, heights, uses and materials approved by Council tonight.

This application also fails Criteria #10 – the plan is not consistent with the vision principles, Community Plan, or walkable urbanism. Walkable urbanism calls for a wide range of high-quality architectural styles on buildings that contain easily convertible spaces. The architecture should reflect Dublin’s commitment to enduring character. The buildings depicted by the applicant are not unique from each other and other buildings under construction in urban areas. This is evidenced by visiting any recent urban renewal project or conducting a quick internet search on the last urban apartment complexes. The developer is already asking for waivers to Code requirements that exist to ensure high quality, such as the 80% minimum primary building material. These frame buildings are not easily convertible. When Council approves these building types tonight, it will be guaranteeing apartments that, in the future, will not be convertible into “for purchase” condominiums or office space. If Council approves this, it will be setting a very low bar for future developers. The plan does not represent the best high quality development Dublin should expect for its prime riverfront property.

Vision principle #5 demands the creation of a development with Dublin’s commitment to walkability, variety and vitality. This plan lacks variety. The buildings are all of similar size, scale, massing and design. One of these buildings standing alone may be acceptable, but together, these buildings create a monotonous symmetrical wall. Tonight Council will vote on several waivers. These waivers are exceptions and should only be granted because of extraordinary situations when granting the waiver would result in a greater quality development. It is premature to grant these waivers. The present application does not show a unique, high-quality design that warrants waivers. There is no need to grant these waivers. The policy allows the applicant to bring the waivers at the development and site plan review stage when the applicant can show more detail design and prove that these are magnificent, high-quality buildings that warrant an exception. Should Council entertain the idea of voting on these waivers, there are a few other points:

- The applicant is asking for less front property line coverage on two blocks.
- No horizontal façade elevations on three of the eight buildings
- Greater ground story height on four of the eight buildings

These Code requirements were written to ensure designs meet the principles of walkable urbanism. The purpose of the first-story façade division and ground-story height requirement is to create a comfortable pedestrian environment. Windows, doors, awnings and details should be kept to 12 feet or lower to engage pedestrians at street level and diminish the overall, overwhelming feeling of the six-story buildings. The applicant is asking to build ground-floor elevations as tall as 22 feet on four of these eight buildings. This is an increase of 10 feet, 55% greater than the Code requires. She urges Council to vote “no” on tonight’s application. Further discussion is needed between the developer, the reviewing body and the public to inspire original, thoughtful and high-quality design deserving of this prime riverfront property in the heart of the City. The applicant needs to return with a design that meets Dublin’s Vision, Community Plan and the principles of walkable urbanism.

Scott Haring, 3280 Lilymar Court, stated that he addressed Council in November 2013 on this matter. Again, he asks, why does the City need to be so involved in this project? He

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

respects the right of property owners to develop their land. He is not opposed to some sort of development but is always nervous when he hears a government is paying for the improvements. Tonight, he heard the figure of \$17 million to facilitate what he saw – 371 apartments and over a thousand parking spaces. That is a tremendous amount of money and translates to \$2,600 per apartment unit. He has lived in Dublin for 18 years and has attended Council meetings and PZC meetings. Overall, the theme has been how to attract corporate citizens because they generate revenue for the City. He has always heard that residential properties are a cost to the City. That is part of the reason he has objected to the Bridge Street Corridor and this massive attempt to build all of these apartments. This weekend, in preparation for tonight's meeting, he watched the video of the January 5 meeting. He was surprised to hear a Council member state that this is a way for the City to "provide" housing for senior citizens and young people. This same Council member also made some remarks about misinformation. It seems there is misinformation. He has attended at least six meetings over the last four years, and never before has he heard the City was setting out to "provide...". When he saw the meeting packet that was distributed last week about all these waivers, he couldn't begin to comprehend this – that over the past five years, all this planning for this development – the Bridge Street Corridor was carved out as a special section, with a special, totally new zoning written for it. Over and over, he heard "urban walkability." Tonight, with the first sizable project, there are many waivers requested. The question arises of whether the zoning lousy, or the proposal is lousy. It doesn't make sense to him that there should be a need for such significant waivers. He believes one of the slides stated that the maximum block length is 500 feet. The applicant's request is to have 640 feet – that is a huge percentage. He does not understand why that can't be resolved on the front end. His thought is that Council should modify the zoning, then the applicant can come back and comply with the zoning. He believes this topic should be tabled for at least 90 days to allow some of these things to be worked out. He agrees with many of the remarks of the previous speakers.

Don Spangler, 3614 Jenmar Court, Dublin stated that he is a 17-year resident. He was somewhat horrified looking at all Council is doing to that area. He is disappointed with what has been changed in Dublin. He is concerned about the public transportation. It was explained to him that this whole area would be a walkable area. He questions how one can cross Riverside Drive, from one side to the other, and survive. It puzzles him how it is possible to walk across that many lanes of traffic with no traffic signal. He doesn't understand that the City is developing this area for an American generation that likes to use public transportation, yet there is no provision for public transportation. Dublin had a park and ride bus lot in the District, but it is being moved. He doesn't understand why it is essential to make so many changes to the City's Code just to accommodate this development. Is there a problem with the Code language or the development? Everyone else has to comply with the Code and what is special about this development? If he were young, single and wanted to move some place, there is nothing about this that would appeal to him. He would go to Columbus, near a stadium or a busy district. Is the City planning to turn this into the Short North or the area around the hockey rink? What will this become five years out? He is disappointed in the change.

Randy Roth, 6897 Grandee Cliffs Drive, stated that he is the president of the East Dublin Civic Association. The members voted at their meeting to set up a subcommittee to be constructively engaged in an effort to help the City. Many members are present tonight. In past years, he served as vice chair on a City Transportation Task Force; Vice Mayor Gerber was the Chair of that task force. He noted that the City clearly needs a multimodal transportation hub somewhere in this area. The Task Force in the 1990s believe at the time that, even at lower densities, the City really needed to have a place for buses, where the multifamily was concentrated.. The Task Force believed that good sites would be at Dublin Village Center and Perimeter, near the hospital. COTA would interact with the City at those sites, and Dublin would provide circulator buses moving between those sites. In the Bridge Street District, affordable housing is not being created. There will be a lot of people working in Dublin who can't afford to live in this District, but people who do live there will need transportation. This is a good time to think about this issue.

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

January 20, 2015

Page 19 of 29

Held

20

Rachel Hughes, 5819 St. Ann's Court, stated that the Bridge Street District seems like a great idea, but when compared with German Village, the Short North, Downtown Columbus and all the new builds in those locations-- realistically, Dublin does not have the same incentives to attract young professionals. She graduated from college in May, and this is not a place that she would likely move. The other areas are more central to friends and colleagues. She has learned that living in Dublin precludes her participating in certain social events with her friends who live downtown. People want to live near their friends, work, and have access to places like the Convention Center and the Arena. Dublin doesn't have those amenities. There are also financial incentives, such as tax abatements for properties downtown, and Dublin does not offer these. The majority of young professionals cannot afford these apartments on their limited salaries -- it is not a viable option for them. She is concerned that the City is making a massive investment in this project, promoting a migrational pool of young people and this District cannot compete with those other areas. Taxpayers do not have enough return on investment for this project.

Council Discussion

Mr. Lecklider stated that in the record provided for this case, there was a reference to building material that he is not familiar with -- Arriscraft. Is it on one of the display boards?

Mr. Hunter responded that it is on most of the boards [he pointed it out.]. There are different versions of the material on all the buildings. Some are smooth; others more roughhewn. They are the base materials used for a majority of the buildings; some does reach into upper stories. It is used as a design element; it replaces cast stone, because it is a more stable material. When detailed properly, it will hold up at the ground plain to water and other contact. It is a solid, durable material for the ground plain. They use brick in other locations, as well. It provides some variety.

Ms. Ray stated that in the Code provisions, it is considered to be a cast stone, which is a permitted primary building material. It is a common material, used frequently in Dublin. Arriscraft is a name brand.

Mr. Yoder added that one reason it is used is that it comes in a variety of unit sizes, in different textures and different colors, which can create a variety between the buildings. It is also one of the most expensive materials they have on the project, in an effort to make it durable, high quality, and with variety.

Mr. Lecklider inquired if it is more expensive than brick.

Mr. Yoder responded affirmatively.

Mr. Lecklider inquired the composition of the material.

Mr. Yoder responded that it is calcium silicate, a mixture of sand and calcium.

Mr. Lecklider inquired if it is intended to be used as a foundational material.

Mr. Yoder responded that it is, and it can be seen on the lower levels of these buildings. It is durable, but warm. Brick would be a downgrade in variety and in cost.

Mr. Lecklider noted that one of his concerns is with respect to the use of EIFS. He recalls 15-20 years ago, when he served on the Planning and Zoning Commission, EIFS was not favorable viewed. It may have been due to the extent that it was being used in some of the office buildings in Dublin, rather than because it was an inferior material. There has been a substantial use of EIFS, as evidenced on many of the office buildings that exist in Dublin today. In many if not all the buildings, they do not seem to meet the minimum requirements for use of the approved materials -- brick, stone and glass.

Ms. Ray responded that staff would continue to work with the applicant on this. The applicant's goal is to have interesting colors and textures to lend variety to the streetscape. For that reason, they are looking at other applications of different types of materials. They will continue to test for the Site Plan review.

Mr. Lecklider stated that he may ultimately be persuaded. He does appreciate the fact that in virtually every instance that this material is used in combination with metal panels, it is used in the upper elevations. He also appreciates the fact that it creates some diversity. His compliments to the applicant's staff and City staff for this latest iteration, which achieves some distinction between each building. However, the metal panels conjure up a negative image because of its use in other places. Although he is not 100 percent opposed

to its utilization in this project, he has some concern. The vinyl windows, as well, have a negative image for him. He requested justification for their use.

Mr. Yoder responded that the vinyl windows that are proposed in the residential buildings are a higher-end product than used in any previous project; that is due to Dublin's requirements. The warranties available on these windows are the same as on aluminum windows – 25 years. With these windows, it is possible to create a warm color on the outside; they are operable; they are a higher value window than an aluminum window that would satisfy the requirements. They are looking holistically at the material for its warranty, R value, energy star rating. Rather than a low quality metal window that meets the requirement, they can spend the same amount or a little more on a vinyl window that meets all the sustainability and aesthetic requirements of the project. There are many locations in the building where, to add to the variety of the buildings, aluminum is used at all the ground floor levels and commercial spaces. Part of the variety of textures and materials that will be achieved between the different floors of these buildings includes integration of the various window types.

Mr. Hunter stated that when people think of vinyl windows, they expect the typical builder-grade window in a choice of white or beige; it is a negative image. However these windows not only provide higher R values and energy efficiency, they are high quality with welded seams and available in any color. As an example, NRI just installed the exact window at Grandview Yard that they are proposing for Bridge Park. Online, you can see the construction process. The windows were custom-colored, which they are proposing to do with this project, so the windows were matched to the trim pieces or composite panels. This window product will provide performance and design flexibility.

Mr. Lecklider stated that Mr. Reiner, who is not present tonight, would likely inquire about the height of the proposed buildings compared to the typical residential two story, which is 35 feet to the peak. A building height estimate of 70 feet was mentioned, but is that a sufficient height to accommodate something more than an eight-foot ceiling in the interior of these units? In the presentation, a ceiling height of 9 to 10 feet was mentioned. Mr. Hunter responded that the residential units have a minimum ceiling height of nine feet throughout the project. The upper floors, some penthouse units, have 10-foot ceilings; the warehouse building has 10-foot ceilings. This is actually a market standard; they must provide that to be competitive.

Mr. Lecklider stated that he appreciates the diversity in the buildings, as they can appeal to different tastes. His overarching concern is with the quality, particularly with the parking garages. He appreciates the creativity that has been employed, but he is concerned about its sustainability over time and how it fits within the overall District.

With respect to the bridges incorporated within the design – as they are described, including utilization, he is not concerned. The street sections also appear to be fine.

Mr. Lecklider stated that throughout the Bridge Street District, over time, he believes that any large-scale project will involve waivers. At the outset of the discussion with this Code, it was always contemplated that, given the very prescriptive nature of the Code, that waivers would be more than likely. Every waiver request should not necessarily be approved, but he has no issue with any of these waivers requested.

He essentially agrees with the ART comments and recommendations. He compliments Planning staff and the ART members. The high standards to which ART has held the applicant certainly meet his expectations. One of the speakers tonight pointed out a question he had asked staff earlier this evening. At its August meeting, PZC approved the Basic Plan. It is true that subsequent changes have altered that application. His point is that since the time of PZC's 7-0 approval, the plan has improved a great deal. He anticipates the application will continue to improve as it moves forward.

Mr. Peterson asked if the five waivers would be voted on as a group or separately. Ms. Ray responded that either way Council prefers would be fine.

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

January 20, 2015

Page 21 of 29

Held

20

Mr. Peterson asked what would be entailed with adjusting the roads so the block complies with Code. Is the proposed block 50 feet wider than required?

Mayor Keenan inquired if that issue relates to the lots.

Ms. Ray responded that the waiver applies to two lots, where there are unique factors – the defined locations of future roadway connections -- Tuller Ridge Drive and John Shields Parkway. That has driven the definition of the greenway along there and how those two blocks are shaped.

Mr. Peterson stated that this is therefore more of a pragmatic waiver. Does it benefit the developer financially?

Ms. Ray responded that she does not believe it has a financial impact for the applicant. The block will likely be developed with internal vehicular access. There will still be pedestrian connectivity through the block, which achieves the goals.

Mr. Peterson responded that there may be more room for wider sidewalks through there, or more space between buildings.

Mr. Peterson indicated the front property line is logical, so he has no issue with that waiver. In regard to the front percentage waiver, does that not meet the Code because of the separation of two buildings with greenspace between?

Ms. Ray responded that is correct. If Buildings C1 and C2, and B1 and B2 were on individual parcels, there would be no issue; however, the applicant is proposing one lot shared by two buildings with a greenspace between them.

Mr. Peterson stated that the front percentage is less because of the open space added between the buildings.

Ms. Ray responded that is correct. They are being provided by means of public access easements, so the public can use the spaces as well as the people living and working here.

Mr. Peterson inquired about the waiver for the horizontal façade division. He is not an architect, but if he understands the picture shown, the first floor is retail; the second floor is office space; the third floor and up are residential. The façade division would be between the office and the residential, as opposed to above the first floor. However, awnings will be placed where the Code would require it.

Ms. Ray responded that is correct. There will be awnings or canopies to help keep the scale down for pedestrians despite the extra floor.

Mr. Hunter added that what drives this architecturally is the windows. The sizes of the windows on the second floor relate more to the size of the retail windows below. This is a more natural architectural division than the prescribed position. It would end up being a four-part building, rather than a three-part building. Some element will be introduced at that location instead to achieve the pedestrian scale.

Mr. Peterson inquired if the applicant is requesting the waiver because it would cost more to comply with Code.

Mr. Hunt responded that the purpose is for a better design.

Mr. Yoder stated that the Bridge Street Code did not contemplate the fact that there would be a second floor of office in many of the uses. It contemplated retail on the ground floor and two or three floors of residential or office above. These are unusual buildings; there aren't many around with ground floor retail, second floor office, and additional residential floors above. The intent is to achieve a proportional breakdown of the front façade, but with a six-story building, placing the façade break that low and making everything above it a different material would make the ground story look "squished." It does not achieve a good proportion between the commercial space and the residential space. There is another reason, namely -- as different commercial tenants come forward, they will update the façade to identify the space as their own. Different tenants will, through the use of different materials, add a lot of variety to the streetscape from façade to façade as well as vertically.

Mr. Peterson stated that the last waiver requested relates to ground story height. Because the ground slopes, the ground story height is lower at the higher elevation than at the lower elevation.

Ms. Ray stated that is correct -- the height change is due to the ground floor following the slope of the ground.

Mr. Peterson stated that actually the floor is lowering; the ceiling is staying the same.

Mr. Yoder stated that the Code requirement is 12 feet, which is really low for some commercial spaces, such as a restaurant that may want to have live music. For some

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

January 20, 2015

Page 22 of 29

Held

20

retail, 12 feet is adequate, but for other users 20-22 feet is needed. They are trying to capture the unique topography of the site to create some great variety in these buildings. There can be a live music venue at the bottom and a retailer, such as a bank branch, at the other.

Mr. Peterson stated that even if this were a two-story building and not a six-story building, a waiver would still be needed because of the slope of the ground.

Ms. Ray stated that would probably be true, although it might be possible to "step" the building.

Mr. Hunter stated that if the building were stepped on the second level, the office level would have steps, which means it would not be the flexible space needed for tenants who will come and go. This waiver will allow them to keep that floor plate flat.

Mr. Peterson stated that he has some questions, based on testimony tonight. Is there anything in the information presented tonight that would adjust, alleviate or relax any City building code requirements?

Mr. Hunt responded that there is not. They meet with their architect on a weekly basis to review code issues to ensure that they are in line with building codes.

Mr. Peterson inquired if Council is being requested to approve any materials not consistent with code.

Ms. Ray responded that they are not. As Mr. Lecklider pointed out, there are required percentages that are not yet met. Staff will be working with the applicant further on this issue, and it may be addressed as a future waiver, if needed.

Mr. Peterson inquired who is responsible for maintenance of the common areas – the City?

Ms. Ray responded that will be worked out through the development agreements. At this point, the areas are owned by the developer and they have a public access easement.

Mr. Yoder stated that it is their intent to maintain the spaces, or at least to contribute to the maintenance, and pass those charges through to their tenants. If the City wants to take a role in maintaining the quality of the surfaces within that space, that is possible, but they are not looking to avoid the expense of maintaining those spaces.

At this point, there was a question from the audience about greenspace allocation.

Ms. Ray referred to the greenspace as shown on the applicant's presentation. These are not submitted for Council's review tonight. This is the diagrammatic greenspace allocation, but these concepts are evolving. The presentation depicts the general location and character.

Mr. Peterson inquired if the greenspace is a completely pedestrian area.

Ms. Ray responded affirmatively.

Mr. Peterson, referring to the ART report, stated that there was discussion concerning compliance with Code of the mechanicals on the roof. When would issues such as that be addressed?

Ms. Ray responded that screening is a Final Site Plan issue.

Mr. Peterson stated that in summary, he likes some buildings more than others. He is concerned about the sky bridges. He does not like them particularly, although he understands their need.

Ms. Salay complimented staff and the applicant on the amount of detail provided in this report.

She believes that Council needs to learn more or see more regarding the parking garages. The applicant has provided some photographs or renderings to PZC that she would like staff to forward in a Council packet and provide at the website. She is interested in the aspect of the parking garages providing a canvas for public art. She agrees that beauty is in the eye of the beholder, but what she believes is missing in terms of architecture is curves. Well-placed curves can be pleasing to the eye. In the sky bridge, there is an archway. The tower at the terminal vista might be a place where a round element could be added. She does not know where it should be added, but believes adding a curved element would enhance the beauty of the buildings.

In terms of building materials, she is concerned about the EIFS and the metal panels. Council took cementitious siding off the table, but that was not necessarily the intent. She wanted to limit the use of cementitious siding to a lower number; the more Arriscraft and brick used, the better. She would need to be convinced about EIFS and metal panels.

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

January 20, 2015

Page 23 of 29

Held

20

She appreciated the explanation about the vinyl windows, but are there any places that casement windows might be contemplated? It might be nice somewhere overlooking some streets.

Mr. Hunter responded that they have looked at different windows. For the warehouse building, for example, they looked at the copper-style windows. Those windows do provide the opportunity for a different opening; that might be a possibility.

Regarding maintenance, Ms. Salay stated that she needs to understand more about the long-term maintenance of the materials. There is a prominent hotel in Dublin that is beginning to show aging, although a top quality material was used. The appearance is deteriorating, and she is not aware of how that might be addressed. She recognizes that the issue is not only about the materials, but also about how they are installed. She does not know how to achieve a quality level of contractor installation in the field, but it is important to have expectations met.

In regard to street sections, Ms. Salay believes this plan is an improvement. She inquired how many sky bridges were proposed.

Mr. Yoder responded there are five sky bridges.

Ms. Salay stated that if underground parking had been used, there would have been express elevators from the parking garage to the residences.

Mr. Hunter stated that with underground parking, residents would walk to an elevator lobby that would connect to the correct building and then to the desired floor. There would be no interaction with the street. That was a part of the plan that was approved by PZC. The revised parking plan is certainly an improvement over that plan in terms of interacting with the street. With people outside on a bridge, there will be more activity in terms of using the grocery stores and restaurants. The access between the stores and the residential units is improved with this type of parking. The sky bridges can be an interesting feature, and can integrate some branding and personalities into the bridges. It can actually be a trademarking or branding element for this project, building upon the brand of the bridge in Bridge Park.

Ms. Salay stated that she likes the details of the open spaces and anticipates they will be used by the pedestrians, and she doesn't oppose the bridges as they interact with that space. Perhaps some plantings on them would be a nice amenity.

She noted that comments were made about enhancing the economic viability. Another speaker commented that he wasn't aware the City was "providing" housing. That was simply a choice of words by Mr. Reiner. Extensive studies have been done about what will make the Dublin community relevant going forward, and that informed all of the decisions about Bridge Street. With regard to what young people want, staff has spent an extensive amount of time, the economic development team has spent a lot of time with corporate residents who essentially enable Dublin to have a quality community. Those corporate residents have indicated that it is absolutely necessary to attract the next generation of workers and it is important to have an environment that will do that. Many young professionals currently employed with these companies were interviewed. All of that has informed the direction that Council is taking with regard to Bridge Street.

Mayor Keenan noted that there are many young folks who live at Craughwell Village primarily because they can walk to the grocery store, dry cleaner and many other facilities available in the vicinity. That is a good case in point, and he is confident that this new project will further address that need.

Ms. Chinnici-Zuercher stated that she was critical the first time this plan was brought forward, and believed that the developer needed to do much more work on the plan. There has been substantial progress, but she does not believe the developer has met the expectation yet. Even though different materials have been used on the buildings and there is a little more architectural interest, it is not enough. It is not "uniquely different." She does not want Dublin to look like downtown Columbus. Columbus has done a wonderful job with their recent development, but theirs is an urban setting. Dublin has the opportunity to be more interesting and less conservative. Even though the rest of the Dublin community has a particular style throughout, this is a unique area of the community and an opportunity for something different because of the population it is intended to serve.

In terms of skywalks, she is conflicted about them; personally, she doesn't like them. In downtown Columbus and other cities, over time, they have been removed. The open sky bridge has a better feel than the closed bridge, and the closed ones have been torn down more frequently than the open bridges. It would be helpful to view photos from around the country where these open bridges have been used effectively. She is not totally opposed to them, but is conflicted.

Transportation was commented on by a couple of speakers. It is a big issue that has been discussed regularly over the years in this area. It does appear that the plan provides provides bicycle, vehicle and pedestrian opportunity, but what about the ability to have buses, even small buses to serve the District?

Ms. Ray stated that this project will provide the critical mass and density that make more transit options feasible. Although nothing is proposed tonight, the applicant is considering transit. In fact, one of the plans considered where a bus stop could be located. There are no details associated with it yet, so it is not possible to provide a recommendation at this time. In the short term, the City needs to work with COTA; it will require significant coordination. This has been discussed with the applicant, and will continue to be addressed with this project.

Ms. Chinnici-Zuercher stated that her vision may not be a COTA style of transportation, but perhaps more of a streetcar. The C-bus in downtown Columbus is the type she envisions for this area. To meet the interests of both the older and younger generations and integrated living arrangements, as well as accommodating the outdoor activities, that type of transportation makes more sense than a COTA bus. Users need to be able to hop on, hop off such transit. If Dublin is really trying to encourage people to work within the community, that type of transportation would permit them to leave their cars behind, versus driving to a corporate office in Dublin. More space is needed to accommodate that mode of transit, but maybe less buildings are needed so that it is possible to incorporate the transportation options that people might be able to enjoy. Dublin does not want this area to be the same as what other cities are doing. Other communities in the region are now developing urban/suburban concepts. Dublin's should be "uniquely different" from what others have done or are doing. To her, there is nothing overly unique about these buildings -- they are deluxe apartment buildings. They are unusual for the Dublin community, but she does not believe they would be viewed as unusual by the population the City is trying to attract. More work needs to be done on the gathering spaces that the population would want to use, even within the building. The internal spaces of the buildings are not being addressed today, but perhaps going forward, it could be an attraction to future residents. In summary, the applicant has made much progress, but the plan is not yet what she envisions it can be.

Vice Mayor Gerber concurred with Ms. Chinnici-Zuercher's comments. When he served on the Planning and Zoning Commission, he always envisioned gateway features. This is a new gateway for the City, and he is looking for something that is extraordinary, that stands out. He doesn't see that with this plan. The words that have been referenced are, "a destination place" -- but what is the attraction? They mentioned future restaurants locating in this development, but that also brings cars and traffic related to the use. The plan is also for 371 residential units, and the related traffic. In addition, the cycle track and sidewalk are set up in a way that will result in conflict between cyclists and pedestrians. He would like to consider some options for safety barriers between the two. This area should be walkable and also bicycle friendly.

In terms of sky bridges, he is somewhat undecided. In many areas of the country, such sky bridges are being torn down. However, if he resided in these buildings, he would consider them necessary for carrying groceries home during inclement weather.

In regard to transit, he stated this was envisioned as the new 21st century, hip place to be with new ideas. In his mind, transit options are one of the top three things that should be considered.

He noted that with the vote tonight, Council is setting parameters. If a building is too big or the setbacks are not adequate, and if the other items discussed cannot be accommodated, then what? Approving this tonight will establish the parameters going forward.

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

January 20, 2015

Page 25 of 29

Held

20

Ms. Ray responded that is correct. Council will in essence be giving the applicant the guidance needed to move forward with those greater levels of detail.

Vice Mayor Gerber stated that if there is not space in the plan for transit options for the future, it will be too late to address it.

Ms. Ray responded that transit is being considered. With the street sections and right-of-way, they have tried to strike a balance --having enough space for flexibility for everything that needs to happen without the street feeling too wide and no longer urban. They will continue to work on that aspect.

Mayor Keenan stated that he supports Ms. Chinnici-Zuercher's concept of a shuttle.

Vice Mayor Gerber stated that nearly 20 years ago, the Transportation Task Force studied those options, and more recently, CSAC discussed options.

Mayor Keenan stated that there are more areas in need of connectivity – the Ohio University campus, for example.

Ms. Salay inquired if it is possible to eliminate some on street parking to provide a transit stop.

Ms. Ray responded affirmatively.

Ms. Salay clarified that the opportunity is not eliminated. It is a matter of reconfiguring the public space to accommodate it – perhaps a smaller circulator bus. The plan provides for a large amount of on street parking; if some of those spaces are eliminated, a potential transit stop can be accommodated.

Ms. Chinnici-Zuercher stated that it would not be a matter of simply giving up two parking spaces. There is the transition space the transit system needs to move in and out, as well. It would require more space.

Vice Mayor Gerber stated that it might be difficult to retrofit in the future.

Vice Mayor Gerber stated that in subsequent phases, there will be more condominiums as well as apartments. A substantial number of apartments have been built in central Ohio in the last five years. Where is the "bubble" in terms of the need – is it now past that point? Mr. Meyer responded that he expects condominiums in certain locations to pick up. The condominiums on the west side of Columbus have been very well received. But for those who will be attracted to this area in Dublin, it would not be well suited to have all condominiums. That is not the market being pursued and is not what all the studies indicate is needed for the next 30-40 years. There is a condominium need as well, so there can be a mix with some for-sale options. But all the studies indicate that apartments need to be a predominant part of that. Many apartments have been built recently, but the supply is only now reaching the level that should be built. During the years of 2008 to 2010, only a very few apartments were built. In Dublin, essentially no apartments have been built, so Dublin has a tremendous demand for this type of housing.

Vice Mayor Gerber stated that he is trying to understand the market and the options. He is being told by financial experts that the buildings financed by TIFs will commit the City to having those as apartments for the 30 years of that TIF. Because it is impossible to envision 30 years out, he is trying to look for options with respect to those housing needs should they change.

Mr. Meyer stated that they have reviewed the studies that have been done, including studies commissioned for this particular development that considered the needs over the next 30 years. No one can exactly predict what they will be; one can only rely upon what the studies indicate today. He had a meeting today with a Dublin business owner. They have been able to meet dozens of business owners – office users, restaurants, and potential tenants both for rental and ownership. The office user he met with today has a tech company located in Dublin with an office located in downtown Columbus. Both leases expire next year. Their decision is simply this – to move everyone downtown or move into a development like Bridge Park. It is not an option to remain in their current office-only development. This office user indicated that the decision is not being made by him; it is being made by his employees. They want to work in a walkable urban area. They followed up further and had discussions about the rents at the development. A comment was made earlier tonight that the rents would be unaffordable. They discussed the rents for each type of unit. The business owner had already had these conversations with his employees. He and his partner stated that the proposed rents would be in line with what they are accustomed to paying already in different markets. Now, they would be able to

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

January 20, 2015

Page 26 of 29

Held

20

live and work in the same location, so it would be affordable. He also stated that his employee base is about 40, and he is expecting to grow to 100 employees. About 50% of his employees are current renters. The age of their employee group continues to be younger, so he is expecting that group to increase to about 75% renters. He expected that a large majority of those would want to live in the same building or a building next door to the office.

Vice Mayor Gerber stated that he is concerned with the issue of flexibility, and 30 years is a very long time commitment.

Mr. Meyer stated that from a physical perspective, the way these units are being built, they could be converted to condominiums. But whether or not that would result in issues with the TIF would be a separate issue.

Mr. Yoder stated that, typically, the ground and second floor of most of these buildings is concrete construction on a podium building, which means they are completely flexible. In the case of the two office buildings and the hotel along Riverside Drive, all those buildings are five stories that are scaled to be completely convertible to other uses.

Vice Mayor Gerber stated that waivers are sometimes variation of a theme, sometimes they actually raise the bar. The use of the word "waiver" does not necessarily connote something negative or positive. He was not aware that the City had issued a lot of bonds related to the District – this seems to be misinformation. One reason he did not support Ordinance 114-14 was for this very reason tonight. Council has not yet reviewed an economic development agreement related to the Bridge Park project. He had hoped that when the developer came to Council, Council would have the opportunity to review a concept plan with some details, have a presentation such as tonight's, and provide constructive feedback to keep the discussion moving forward. If he is being asked to vote tonight, committing taxpayer dollars to support this plan, he wants to see what it will ultimately look like. That is good business; it is being prudent. The difficulty and the angst he is experiencing tonight is that, although there are a lot of good things included in this plan, there are many things that he is not yet comfortable with. The applicant is asking for an affirmative vote tonight, but giving that will result in not having another opportunity to provide input. It will proceed to the next reviewing body and not return to Council.

Mayor Keenan stated that he likes the changes made in the architecture. He also agrees with the comments that there needs to be a "wow" factor. If there is a way to make that happen --maybe a curved feature would help, as the architecture does seem "boxy." There may be some elements that could be added to alter that on a couple of the buildings. The materials and detail are difficult to discern on some of the renderings, but this iteration is a big improvement over the previous ones.

He emphasized that there are no bonds related to this project. His understanding is that the project infrastructure will be paid for by the project.

Initially, he was concerned about the vinyl windows, but the applicant's explanation has addressed that concern.

In regard to the parking garages, there is parking on the top deck. Presumably, that will be screened somehow, and he would like to see more detail on that aspect.

Mayor Keenan stated that it is clear that there is a tremendous amount of passion with respect to this project. Some people do not want any development in this area; some people have very different visions; and there are many that embrace the Planning staff's work on this and the developer's view. It is noteworthy that this Council has fully embraced this project at every step. Council continues to see improvement in the plans, and expects to see that continue going forward.

Mr. Lecklider commented in regard to the transit discussion. The C-bus uses downtown stops in three lanes at the posted locations. It does not require any otherwise dedicated space.

Vote on Recommendations

Ms. Chinnici-Zuercher requested clarification of what an affirmative vote tonight would mean. What is the level of flexibility after that vote?

Ms. Ray responded that an affirmative vote on the Basic Plan and the Basic Site Plan authorizes the applicant to move forward with the additional detail. At this point, the applicant is making sure that the big pieces are coming together and that they understand Council's concerns and feedback before exploring the additional details of the project. The affirmative vote on the Basic Development Plan and the Basic Site Plan allows the applicant to move forward with the Final Development Plan, working out the streetscape details and the Final Site Plan, which explores all the details of the buildings and explores different concepts for those. Council brought up many concerns and provided suggestions. The ART has also noted many in their report. The ART completes a very exhaustive analysis based on the Code, so the applicant is well aware of the issues that they need to continue to work on -- both from the form-based perspective and also from the big picture character perspective. The next step is the Final Development Plan and the Final Site Plan. Those are required to be substantially similar to what Council has reviewed tonight with the Basic Plan review, but are not required to be identical. If there are addition items that Council requests, Council can either add as a condition, or reflect them as part of the record. This information can be passed along to the applicant for the next levels of review.

Vote on the Waivers

Mr. Lecklider moved to approve the following Basic Development Plan waivers related to:

- a. Maximum Block Size
- b. Front Property Lines

Ms. Salay seconded the motion.

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

Mr. Lecklider moved to approve the Basic Development Plan with the six conditions recommended by the Administrative Review Team (ART).

Ms. Salay seconded the motion.

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

Ms. Chinnici-Zuercher stated that she has voted yes, but is focused on the feedback from the applicant to Council's concerns and comments. In the next round of reviews, she will not approve this if they return with the same exact plans. Council has invested significant time in tonight's review, and the applicant should seriously consider all the comments that Council and the citizens have made before coming back for the next stage.

Mr. Lecklider moved to approve the Basic Site Plan waivers related to:

- a. Front Property Line Coverage
- b. Horizontal Façade Divisions
- c. Ground Story Height

Ms. Salay seconded the motion. She noted the expectation that the applicant and staff would work together to have the first level with awnings delineated appropriately.

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

Vice Mayor Gerber stated that he has voted in support of this, but echoes the comment regarding the expectations of Council as this project goes forward.

Mr. Lecklider moved to approve the Basic Site Plan with the eight conditions recommended by the Administrative Review Team (ART).

Ms. Salay seconded the motion.

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

Ms. Chinnici-Zuercher moved to designate Planning and Zoning Commission as the required reviewing body for Final Development Plan Review, Final Site Plan Review, Conditional Use, and Master Sign Plan applications for the Bridge Park mixed-use development.

Vice Mayor Gerber seconded the motion.

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL, BLANK, INC., FORM NO. 10148

January 20, 2015

Page 28 of 29

Held

20

Vice Mayor Gerber noted that there will be a related development agreement for this application. Before approving that agreement, is there is an opportunity for Council to review this plan again? As the Code is written, when PZC approves the final plans, that is the end of the review process. He is confident that PZC will do a great job with their review, but before Council makes the financial commitment, he believes it is essential to review that final plan again, prior to approving a development agreement.

Ms. Readler stated that the development agreement will be brought forward to Council in the near future, and provides Council an opportunity to give more direction. Council has given substantial direction tonight that PZC, if so designated, can use in their reviews. Certainly, nothing prohibits informal reviews or updates to Council to which Council can provide input to inform the PZC decision.

Mayor Keenan asked about the anticipated timeline for the development agreement review. It seems that the developer would not proceed until the agreement is in place. Ms. Grigsby stated that staff and the developer have continued to meet regarding this agreement. There was a staff meeting this afternoon to discuss some of the key issues in the general terms of the agreement. Some items remain to be worked out with the developer. There is a March 22 deadline to be met that relates to the use of a New Community Authority for this project. The expectation is that at one of the upcoming Council meetings, an update will be provided to Council on the timeframes for the New Community Authority – what needs to be set up and when; and the Community Reinvestment Area – what needs to be set up, and when that legislation will be brought forward. Staff and the applicant continue to work on finalizing the terms, and anticipate bringing something forward to Council in February.

Mr. Gerber stated that some of this might be a situation of “the chicken and the egg” in terms of timing. He is very hopeful that the applicant takes all of Council’s comments and those of the citizens tonight into consideration.

Mr. Keenan stated that he does not believe it is possible for Council to sign off on a development agreement without all of the information available. How will that be handled?

Mr. Lecklider pointed out that the option exists for Council to retain review jurisdiction for this case. That is not the motion on the floor, but that is an option in the Code as amended.

Mr. Gerber stated that he has no objection to the motion as stated, because he would prefer that PZC work on this going forward. They are familiar with the detailed review process and will advise Council of their recommendations.

Mayor Keenan stated that the next iteration will have to be very close to final before he will be comfortable approving a development agreement.

Ms. Readler stated that staff and the applicant will have to work on the timing. Subsequent applications that are authorized under this will come after the development agreement timeline, or very close in time, so that there is a good idea of what the subsequent renderings are at the time of the development agreement.

Mr. Gerber stated that he is voting to support this motion with the intention of moving this along, but if the plan does not meet Council’s expectations, there are no guarantees at the end.

Mayor Keenan commented that everyone is learning how this form-based Code works with this first major project. Mr. Gerber had made suggestions at a previous meeting about how Ordinance 114-14 could be amended to meet the needs of Council. It may be necessary to address that in the future.

Ms. Grigsby stated that, typically, development agreements have contingencies. The financial terms can be agreed upon for the most part, but if items remain with regard to architectural issues and final approval of the plan – that is a contingency that would be included in the agreement itself.

RECORD OF PROCEEDINGS
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC. FORM NO. 10148

January 20, 2015

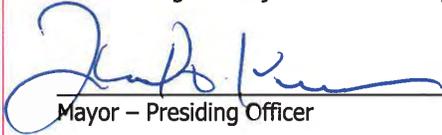
Page 29 of 29

Held

20

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

The meeting was adjourned at 10:15 p.m.



Mayor – Presiding Officer



Clerk of Council



City of Dublin

Land Use and Long
Range Planning

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ADMINISTRATIVE REVIEW TEAM

RECORD OF DETERMINATION

JANUARY 8, 2015

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

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

Proposal: This is a request for preliminary review for a new mixed-use development on a 30.9-acre site located at the northeast corner of the intersection of Riverside Drive and West Dublin-Granville Road. The proposal includes new public streets and nine blocks for development for the overall site, with eight mixed-use buildings containing 372 housing units and 260,000 square feet of commercial square footage (office, retail, restaurant).

Request: Review and recommendation of approval to City Council for Basic Development Plan and Basic Site Plan Review applications under the provisions of Zoning Code Section 153.066(D). This is also a request for review and recommendation of approval to the Planning & Zoning Commission and City Council for a Preliminary Plat under the provisions of the Subdivision Regulations.

Applicants: Nelson Yoder, Crawford Hoying Development Partners

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

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

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

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

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

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

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

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

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

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

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

- 1) Front Property Line Coverage – Code Section 153.062(O)(5)(a)1/ 153.062(O)(6)(a)1
Allowing Front Property Line Coverage to be 52.52% instead of 75% for Buildings B1 and B2 along Riverside Drive, and allowing Front Property Line Coverage to be 63.32% for Buildings C1 and C2 along Riverside Drive.
- 2) Horizontal Façade Divisions – Code Section 153.062(O)(5)(d)4
Not requiring a horizontal façade division at the top of the ground story (allowing a horizontal façade division at the top of the second story instead) for Buildings B1, B2, and C3.
- 3) Ground Story Height – Code Section 153.062(O)(5)(b)/ 153.062(O)(12)(b):
Allowing ground story height to exceed the maximum permitted height for Buildings B3 and B4 (Parking Structure Façades), C3 and C4 (Parking Structure Façades) from maximum 12 feet for parking structures and 16 feet for corridor building types up to maximum 22 feet.

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

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

- 1) That the applicant works with the City to establish a development agreement for this project;
- 2) That the applicant selects building types that are permitted in the BSD Scioto River Neighborhood District, or seek a Waiver;
- 3) That the applicant provides the full 12-foot minimum clear sidewalk area within the designated shopping corridors as part of the Site Plan Review;
- 4) That the applicant describes the intent for the required BSD Scioto River Neighborhood District gateways at the Development Plan Review, with details to be determined as part of the Site Plan Review;
- 5) That the applicant provides a phasing, demolition, and interim site conditions plan for the development as part of the Development Plan Review; and
- 6) That the applicant addresses any remaining Engineering comments as part of the Development Plan Review.

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

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

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

- 1) That the plans are revised to include parking on the south side of Banker Drive for the section between Riverside Drive and Mooney Street;
- 2) City Council approval of the Plat modification of the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent;
- 3) That the applicant addresses any remaining Engineering comments prior to final review by City Council; and
- 4) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to final review by City Council.

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

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

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

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

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

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

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

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

STAFF CERTIFICATION


Steve Langworthy, Planning Director



**Land Use and Long
Range Planning**

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ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

JANUARY 8, 2015

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

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

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

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

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

DETERMINATION

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

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

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

- A grid street network;
- Nine development blocks (Lots 1 through 9) subdivided by public streets;
- Five new public streets (Bridge Park Avenue, Tuller Ridge Drive, Banker Drive, Mooney Street, and Longshore Street);
- A future mixed-use shopping corridor designated along portions of Bridge Park Avenue and Riverside Drive; and

- A Preliminary Plat for the project site that includes the reconfiguration of rights-of-way for John Shields Parkway and Riverside Drive and the necessary vacation and reconfiguration of the right-of-way for the east/west portion of Dale Drive.

Ms. Ray shared a graphic of the site area that encompasses the Basic Site Plan Review, including:

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

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

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

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

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

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

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

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

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

Between Riverside Drive and Longshore Street: 80-foot typical street section includes:

- Two 11-foot travel lanes, plus an 11-foot left turn lane;
- 3-foot carriage walk;
- 8-foot planter/sidewalk area;
- 5-foot cycle track; and
- 7.5-foot sidewalk.

Between Longshore Street and Mooney Street: 80-foot typical street section includes:

- Two 11-foot travel lanes, plus an 11-foot left turn lane;
- 8-foot parallel parking spaces on both sides of the street;
- 5.5-foot planter/sidewalk area;
- 5-foot cycle track; and
- 5-foot sidewalk.

Between Mooney Street and Dale Drive: 69-foot typical street section includes:

- Two 11-foot travel lanes (no turn lane);
- 8-foot parallel parking spaces on both sides of the street;
- 5.5-foot planter/sidewalk area;
- 5-foot cycle track; and
- 5-foot sidewalk.

Ms. Ray explained that Tuller Ridge Drive is a Neighborhood Street that runs east/west and connects the existing, realigned Tuller Ridge Drive (realigned as part of the Dale/Tuller Connector road project) with Riverside Drive. She said the 65-foot right-of-way accommodates all required streetscape elements, including:

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

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

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

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

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

- B1** Faces Riverside Drive at the northeast corner of the intersection with new Banker Drive.
Street Level: Eating & Drinking; and Retail
Floor 2: Office
Floors 3 – 6: Residential
- B2** Is at the highly prominent intersection of Riverside Drive and Bridge Park Avenue, visible from the future pedestrian bridge landing.
Street Level: Eating & Drinking; and Retail
Floor 2: Office
Floors 3 – 6: Residential
- B3** Faces Bridge Park Avenue.
Street Level: Eating & Drinking; Retail; and Office
Floors 2 - 5: Residential
- B4** Functions as two buildings in one: the north and west sides of the building (facing an open space and Longshore Street respectively) are entirely residential. The east and south sides of the building (facing Mooney Street and Banker Drive respectively) are parking structures from the ground floor up.
East and South Elevations: 6 levels of garage parking
North and West Elevations: 5 floors of residential
- C1** Faces Riverside Drive at the southeast corner of the intersection with the Tuller Ridge Drive extension.
Street Level: Eating & Drinking; and Retail
Floors 2 - 5: Residential
- C2** Is at the highly prominent intersection of Riverside Drive and Bridge Park Avenue, visible from the future pedestrian bridge landing.
Street Level: Eating & Drinking; and Retail
Floors 2 - 5: Office
- C3** Faces Bridge Park Avenue.
Street Level: Eating & Drinking; and Retail
Floor 2: Office
Floors 3 – 6: Residential

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

North and West Elevations: 6 levels of garage parking

East and South Elevations: 5 floors of residential

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

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

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

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

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

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

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

- **General**
Ms. Ray reiterated that the street network, block framework, site, building, and open space designs for the Bridge Park mixed-use development must serve as examples of desirable Bridge Street District development, and this can only be accomplished through exacting attention to detail, thorough and well-coordinated planning, and adherence to applicable Code requirements. She stated that as this is the Basic Plan Review; there are many details still to be identified and coordinated, in later more detailed approvals.
- **Development Agreement**
Ms. Ray stated that at this time, City Council has not approved a development agreement, although the City Administration is actively working with the developer to establish terms. She

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

- A series of land acquisition and/or land swap issues;
 - Public improvement design and construction responsibilities;
 - Park and open space issues;
 - Parking facility and policy issues;
 - Other public and private development investment responsibilities; and
 - Project phasing.
- Principles of Walkable Urbanism
Ms. Ray said this was a newer section of the Zoning Code. She said Staff can provide a technical review of projects like this based on the numerical requirements of the Code; however, she noted the importance of stepping back and asking if the overall application makes sense, and how all of the big pieces fit together. She explained that the Principles of Walkable Urbanism, which the Planning and Zoning Commission had added in the 2013 Code amendments, provides some criteria for this overarching evaluation. She summarized the comments in the ART report. She said the application has come a long way, but additional details will be needed.

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

- Building Types and Architecture
Ms. Ray said the following comments are particular points of emphasis to be addressed at the Site Plan Review:
 - Future Waivers
Ms. Ray said material details such as durability, performance over the long term, and installation details will need to be addressed, in particular for the proposed materials that are not permitted by Code.
 - Terminal Vistas/Pedestrian Bridge Landing Point
Ms. Ray advised the applicant to pay special attention to the elevations of Buildings B2 and C2 at the intersection of Riverside Drive and Bridge Park Avenue, which had been discussed previously.
 - Pedestrian Experience
Ms. Ray said the design of the individual storefronts will characterize this project, and a Master Sign Plan will start this conversation. She said the next level of detail will be required at the Site Plan Review.
 - Framing Open Spaces
Ms. Ray said all eight proposed buildings are four-sided buildings, with no true “rear elevations,” and as such, siting service areas, utility rooms, and other architectural elements that would normally be placed on an alley-facing elevation must be located on an elevation that faces either a street or an open space. She said the proposed buildings generally locate these building mechanicals on the elevations facing the open spaces between the buildings, and as a result, many of these elevations fail to meet many of the building type requirements of the Code. She said as noted earlier, that could be acceptable, assuming the screening is accomplished through creative architecture and

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

- **Parking Garages**

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

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

- **Sky Bridges**

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

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

- **Shopping Corridors/Pedestrian Oriented Streetscape**

Ms. Ray said a minimum of 12 feet of clear sidewalk width is required to be provided along designated shopping corridors.

- **Block Size and Access**

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

- **Crime Prevention Thru Environmental Design**

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

- **Economic Development**

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

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

- **Engineering**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 1) Front Property Line Coverage – Code Section 153.062(O)(5)(a)1/ 153.062(O)(6)(a)1
Allowing Front Property Line Coverage to be 52.52% instead of 75% for Buildings B1 and B2 along Riverside Drive, and allowing Front Property Line Coverage to be 63.32% for Buildings C1 and C2 along Riverside Drive.
- 2) Horizontal Façade Divisions – Code Section 153.062(O)(5)(d)4
Not requiring a horizontal façade division at the top of the ground story (allowing a horizontal façade division at the top of the second story instead) for Buildings B1, B2, and C3.

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

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

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

- 1) That the applicant works with the City to establish a development agreement for this project;
- 2) That the applicant selects building types that are permitted in the BSD Scioto River Neighborhood District, or seek a Waiver;
- 3) That the applicant provides the full 12-foot minimum clear sidewalk area within the designated shopping corridors as part of the Site Plan Review;
- 4) That the applicant describes the intent for the required BSD Scioto River Neighborhood District gateways at the Development Plan Review, with details to be determined as part of the Site Plan Review;
- 5) That the applicant provides a phasing, demolition, and interim site conditions plan for the development as part of the Development Plan Review; and
- 6) That the applicant addresses any remaining Engineering comments as part of the Development Plan Review.

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

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

- 1) That the plans are revised to include parking on the south side of Banker Drive for the section between Riverside Drive and Mooney Street;
- 2) City Council approval of the Plat modification of the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent;
- 3) That the applicant addresses any remaining Engineering comments prior to final review by City Council; and
- 4) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to final review by City Council.

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

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

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

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

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

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

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

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

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

ADMINISTRATIVE

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

should be included in the presentation to City Council.

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

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

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