



To: Members of Dublin City Council
From: Dana L. McDaniel, City Manager 
Date: July 1, 2016
Initiated By: Vincent A. Papsidero, FAICP, Planning Director
Claudia D. Husak, AICP, Senior Planner
Re: Basic Site Plan – Bridge Park – H Block (Case#16-039BSP)

Summary

This is a request for a residential condominium development consisting of 73 townhome units with parking below each unit. The site is surrounded by John Shields Parkway to the north, Dale Drive to the east, Mooney Street to the west, and Tuller Ridge Drive to the south. City Council members are asked to review and make determinations on the Basic Site Plan applications in accordance with the amendment to the Bridge Street District (BSD) zoning regulations approved on December 8, 2014 (effective January 7, 2015). Under the new provisions, all projects involving development agreements require Basic Plan Review by City Council, who will then direct the review of the final Development Plan and Site Plan applications to City Council, the Planning and Zoning Commission, Architectural Review Board, or Administrative Review Team (as appropriate). This proposal for the Basic Site Plan includes 2 Waivers and 4 Conditions.

Background

City Council previously approved a Basic Development Plan on January 20, 2015 and Preliminary Plat on March 9, 2015 for Bridge Park. This proposal is in line with the previously approved applications. The report and recommendation from the Administrative Review Team review is attached.

The proposed Bridge Park, H Block development was informally reviewed by the Planning and Zoning Commission on June 9, 2016. The minutes from this meeting are included in this packet. Revised plans have been submitted for review by City Council based on the Commission's feedback.

Application Overview

This is a request for six buildings, totaling 73 attached townhome units with parking below each unit. Each pair of buildings is split in the north/south direction to provide private access drives to auto courts and garages. The townhomes range in size from one to three bedroom units. In addition to the 115 parking spaces provided in the units, the applicant is proposing 38 on-street parking spaces to meet the minimum parking requirement. Additionally, 0.45-acres of open space in the form of a Greenway and site improvements are proposed on the ±5.02 acre site.

Basic Site Plan. The purpose of the application for Basic Site Plan Review is to conduct a conceptual analysis of the arrangement of proposed uses, buildings, and open spaces and provide direction on the proposed architectural concepts. Coordination of further development of the

Bridge Street District street network, in this case specifically Dale Drive, is critical as development applications come forward. ART identified that it is a necessary condition of approval to continue to consider how streets adjacent to the proposed development are finished in an appropriate manner.

The Basic Plan Review applications are not intended to provide a determination on all project details; further details will be determined at the (final) Development Plan Review, (final) Site Plan Review, and Final Plat stages.

Waivers. Staff and the applicant have identified aspects of the project that do not meet certain BSD Code requirements. Waivers have been requested for these items, and approvals are based on whether they meet applicable review criteria. All other identified potential waivers will be reviewed during the final Development Plan and final Site Plan.

City Council Actions: Bridge Park

Council is required to take action (approve/approve with conditions/disapprove) on the Basic Site Plan Waivers and the Basic Site Plan. ART has recommended approval of these two items. As a third motion, Council must determine the required reviewing body for future applications. Below is a summary of the City Council actions required:

- 1) Basic Site Plan Waivers – (2 proposed):
 1. Front Property Line Coverage – Building Type – Code Section 153.062(O)(4)
 2. Permitted Roof Types – Building Type – Code Section 153.062(O)(5)
- 2) Basic Site Plan
- 3) Required reviewing body determination for future Development Plan Review and Site Plan Review applications (CC, PZC, or ART).

The Administrative Review Team has provided recommendations on items 1 and 2 (as detailed in the attached ART Report)

Next Steps: Future Applications

Following the Basic Plan Review, the applicant has indicated a plan to simultaneously submit for the (final) Development Plan Review and Site Plan. City Council will determine the required reviewing body for the Development Plan and Site Plan, and the Planning and Zoning Commission will make a recommendation to City Council on the Final Plat.

Master Sign Plan(s) (reviewed by the Planning and Zoning Commission) may also be required for this development.

Recommendation

The Administrative Review Team has reviewed the Basic Site Plan and recommends City Council take the following actions:

- 1) Approve the Basic Site Plan Waivers – (2 requested):**
 1. Front Property Line Coverage – Building Type – Code Section 153.062(O)(4)
 2. Permitted Roof Types – Building Type – Code Section 153.062(O)(5)

- 2) Approve the Basic Site Plan with 4 Conditions:**
 - 1) That the applicant submit a parking plan that includes location of all on-street spaces that will count toward meeting the minimum parking requirement.
 - 2) That the applicant continue to work with Staff to determine the width and location of the Greenway.
 - 3) That the applicant continue to work with staff to detail construction of portions of Dale Drive to a standard appropriate for occupancy of the residential units. This will include construction design and cost share.
 - 4) That the applicant work with staff to determine appropriate locations for bicycle parking outside of the individual units.

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

- 4) That the applicant work with staff to determine appropriate locations for bicycle parking outside of the individual units.

Determination: The Site Plan was recommended for approval to City Council with 4 conditions.

STAFF CERTIFICATION

Vincent A. Papsidero, FAICP
Planning Director

DRAFT

Rachel Ray asked if the engineers supported the Waiver regarding the parking garage entrance off Dale Drive that is being requested as they were not present. Ms. Burchett answered the engineers were supportive of the Waiver.

Ms. Ray inquired about the park provision as Blocks B & C were also counting this as open space. She suggested that the accounting be reconciled before the case is reviewed by City Council in case they request calculations.

Mr. Papsidero asked if there were any further questions or concerns. [There were none.] He confirmed the ART's recommendation of approval to City Council for a Basic Site Plan with three Waivers and two conditions.

**4. BSD SRN – Bridge Park, H Block
16-039BPR**

**Bridge Park Avenue and Mooney Street
Basic Plan Review**

Lori Burchett said this is a request for a residential condominium development consisting of approximately 73 townhome units with parking below each unit. She said the site is surrounded by John Shields Parkway to the north, Dale Drive to the east, Mooney Street to the west, and Tuller Ridge Drive to the south. She said this is a request for review and recommendation of approval to City Council for a Basic Plan Review under the provisions of Zoning Code §153.066.

Ms. Burchett presented the proposed site plan. She reviewed what was presented the previous week. She noted the 75 townhome units originally proposed were reduced to 73 as the applicant had to remove two units to accommodate the relocation of the pool. She said 38 parking spaces on the street were required in addition to the garage spaces under each unit. She asked the applicant to submit a Parking Plan. She explained this is just another check box to be completed for the review process.

She said this was reviewed along with Block G by the ART and then by the Planning and Zoning Commission as an informal to which they were supportive. She noted that a technical Waiver is needed for the tower.

Ms. Burchett said approval is recommended to City Council for two Site Plan Waivers:

1. Building Type – §153.062(O)(4) – Front Property Line Coverage – The structure is required to cover a minimum of 75% of the front property line. A portion of building H1 is approximately 70% at the easterly boundary and 52% at the southerly boundary. The public space has been designed to give the appearance of a closer setback through plaza areas, walls, and landscaping.
2. Building Type – §153.062(O) (5) – Permitted Roof Types — Towers are permitted on facades only at terminal vistas, corners at two principal frontage streets, and/or adjacent to an open space type. Towers will be necessary in order to provide access to the roof top decks.

Ms. Burchett said approval is recommended to City Council for a Site Plan with four conditions:

- 1) That the applicant submit a parking plan that includes location of all on-street spaces that will count toward meeting the minimum parking requirement;
- 2) That the applicant continue to work with Staff to determine the width and location of the Greenway;
- 3) That the applicant continue to work with staff to detail construction of portions of Dale Drive to a public street standard appropriate for occupancy of the residential units, including construction design and cost sharing; and
- 4) That the applicant work with staff to determine appropriate locations for bicycle parking outside of the individual units.

Rachel Ray inquired about the location of bicycle parking. John Woods, MKSK, said the applicant has provided bicycle parking as required.

Ms. Ray inquired about the second condition. Ms. Burchett explained the width and the location of the Greenway needs to be determined as the steps from the building could encroach the Greenway in some areas. She said the property to the east narrows and then widens but the intent is to maintain an average width of 60 feet. James Peltier, EMH&T, said an average width of 61 feet has been proposed for the Greenway.

Claudia Husak highlighted the condition that applies to blocks G & H where the applicant is to continue to work with staff to detail construction of portions of Dale Drive to a public street standard appropriate for occupancy of the residential units, including construction design and cost sharing. She said this comes out of the BSD initiative. She said a ditch is not acceptable to the City. She said this will need to be finished to BSD standards and will need to be reflected on the plat. She indicated she would prefer not to make that a condition of approval for the PZC.

Mr. Peltier said it is a challenge because only half of the road is being completed. He asked if the applicant could keep the ditch in the interim. Vince Papsidero answered that was not acceptable and it needed to be fixed if possible. Ms. Husak indicated it could potentially be a condition for the PZC review but it would need to be resolved for City Council. Ms. Husak offered to follow up with the senior civil engineer. She added that if this becomes the responsibility of the City, then it would need to be incorporated into the CIP. Russ Hunter, Crawford Hoying Development Partners, said a condition makes sense but there is an open end.

Mr. Papsidero asked if there were any further questions or concerns. [There were none.] He confirmed the ART's recommendation of approval to City Council for a Basic Site Plan with two Waivers and four conditions.

ADMINISTRATIVE

Vince Papsidero asked if there were any additional administrative issues or other items for discussion. [There were none.] He adjourned the meeting at 2:27 pm.



June 23, 2016

Basic Development Plan/ Basic Site Plan

16-039BDP/BSP – Bridge Park – Block H

BSD Scioto River Neighborhood District

This is a request for a residential condominium development consisting of 73 townhome units with parking below each unit. The site is surrounded by John Shields Parkway to the north, Dale Drive to the east, Mooney Street to the west, and Tuller Ridge Drive to the south. This is a request for review and recommendation of approval by the Administrative Review Team of a Basic Development Plan/Basic Site Plan Review under the provisions of Zoning Code Section 153.066.

Date of Application Acceptance

Friday, May 27, 2016

Informal Review, Planning and Zoning Commission

Thursday, June 9, 2016

Date of ART Recommendation to City Council

Thursday, June 23, 2016

City Council Determination

Tuesday, July 5, 2016

Case Managers

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PART I: APPLICATION OVERVIEW

<i>Zoning District</i>	BSD Scioto River Neighborhood District
<i>Review Type</i>	Basic Development Plan and Basic Site Plan Review
<i>Development Proposal</i>	This is a request for a residential condominium development consisting of 73 townhome units with parking below each unit on approximately 5.02-acres.
<i>Uses</i>	Dwelling, Townhouse, Open Space, Pool
<i>Building Types</i>	Corridor Building Type

Basic Site Plan Waivers

- 1) Front Property Line Coverage (%): *Approval*
- 2) Roof Type(s) Permitted (types): *Approval*

Conditions

- 1) That the applicant submit a parking plan that includes location of all on-street spaces that will count toward meeting the minimum parking requirement.
- 2) That the applicant continue to work with Staff to determine the width and location of the Greenway.
- 3) That the applicant continue to work with staff to detail construction of portions of Dale Drive to a public street standard appropriate for occupancy of the residential units, including construction design and cost sharing.
- 4) That the applicant work with staff to determine appropriate locations for bicycle parking outside of the individual units.

<i>Applicant/Property Owner</i>	BPACQ, LLC
<i>Representative</i>	Russel Hunter, Crawford Hoying

Application Review Procedure: Basic Plan Review

The purpose of a Basic Plan Review is to evaluate, at a conceptual level, the scope, character, and nature of the proposed development and its integration into the BSD Scioto River Neighborhood District. This application is not intended to provide a determination on all project details associated with the public or private realm; further details will be determined with the future Development Plan and Site Plan Reviews. There are preliminary details provided on

renderings, such as sign dimensions, that are not intended to be part of this review and will be reviewed in detail in a future application.

The review of the Basic Plan provides an opportunity for public input at the earliest stages of the development process. For projects which are associated with a development agreement between the City and a developer, the Basic Development Plan and Basic Site Plan will be reviewed by City Council, which will determine the required reviewing body for future submittals. A Basic Plan review is required prior to submission for applications for Development Plan and Site Plan Review.

Application History/Schedule

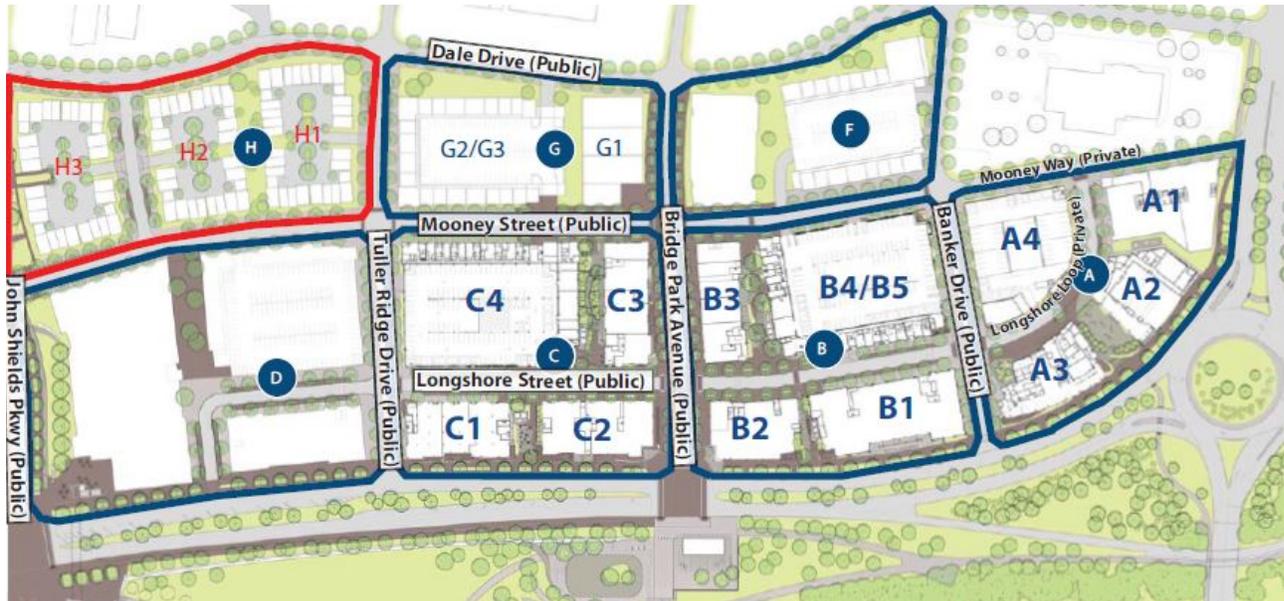
On January 20, 2015, City Council reviewed a Basic Development Plan for all blocks of the Bridge Park development and Basic Site Plan for only Blocks B and C. City Council made determinations on the Basic Development and Site Plans including 5 waivers to the Code requirements and the required reviewing body for future applications. Subsequently, on March 9, 2015 a Preliminary Plat for the entire development was approved. City Council approved a Basic Site Plan for Block A on December 7, 2015 and also determined future reviews by the Commission.

The Planning and Zoning Commission informally reviewed and provided feedback on this proposal on June 9, 2016. Many Commissioners were concerned that the proposed architecture did not provide necessary relief from architectural rhythms established in previously approved blocks of the Bridge Park development. The Commission challenged the applicant to consider future uses of the site and encourage versatile, long-lasting construction wherever possible. The Commission was supportive of the amount and location of the proposed open spaces noting the plaza's design complements the plaza to the west.

On June 16, 2016, the Administrative Review Team reviewed the proposal noting the changes the applicant made to the architecture addresses the Commissions concerns.

June 9, 2016:	Introduction to ART
June 9, 2016:	Informal Review by the Planning and Zoning Commission
June 16, 2016:	Case Review by ART
June 23, 2016:	Recommendation by ART to City Council
July 5, 2016:	City Council Review of Basic Site Plan

Application Overview



This is a request for review and informal, non-binding feedback for the construction of townhome units in Block H of Bridge Park. The project proposes 6 Single-Family Attached residential buildings. The buildings include ground floor parking access through an interior auto court with multi-level units surrounding. A new public street is proposed to connect Mooney Street to Dale Drive.

In detail, the proposed project includes:

- 73 Residential Condominium Units with garage units
- Private and Public Open Space
- 38 off-street parking spaces

PART II: ADMINISTRATIVE REVIEW TEAM COMMENTS

Summary of ART Recommendation

The Administrative Review Team has conducted its analysis of the project based on the information submitted. The ART has also reviewed the proposal in light of the detailed review standards and the applicant is aware that additional information will be needed as this proposal advances to Development Plan and Site Plan Review.

Planning, Engineering, Building Standards, and Parks & Open Space

Basic Development Plan

Streets. The site is bound by four public streets: John Shields Parkway, Mooney Street, Tuller Ridge Drive, and Dale Drive. A public street, Larimer Drive, is proposed between proposed Lots 10 and 11. Proposed Larimer Drive will provide access to the units and is necessary in order to meet Block and Layout requirements provided in the zoning code.

Block/Access. The proposed development is shown as a single block with two lots. The Neighborhood Standards permit the block to be longer than required by the Lots and Blocks portion of the Code.

Plat. A Preliminary Plat was previously approved for the entire Bridge Park development and a revised preliminary plat and final plat has been submitted. This plat required an update to include Larimer Drive and new Lots 10 and 11. The applicant will continue to work with Staff on finalizing the details of the revised plat.

Basic Site Plan

Principles of Walkable Urbanism/Pedestrian-Oriented Design. The Principles of Walkable Urbanism (§153.057(D)) serve as a guiding framework to be used in the review of development proposals to ensure the requirements and standards of the BSD zoning regulations are applied in a manner that contributes to the creation of exceptional walkable, mixed-use urban environments. The proposed development is located close to the street creating a pedestrian scale environment. Many of the proposed elements appear to be functional and promote connectivity through paths and sidewalks.

Setbacks. The proposed structures appear to meet all required setbacks since there are multiple fronts associated with these buildings. Staff will ensure this is being met during Site Plan review or a Waiver will be required. It appears that the steps at some of the front entrances may encroach into the right-of-way. As the structural details are finalized at Site Plan Review, this may be resolved. Depending on final layout, a waiver may be required for the steps to encroach.

Façade Materials/Transparency. Brick, stone, and glass are the permitted primary building materials for a Corridor Building. The building materials proposed include brick, glass, and cement fiber panels. A Waiver to permit cement fiber panels as a primary material will be required at Site Plan review. The applicant will need to provide specific information for review and approval of these materials during the final Site Plan review. The applicant will need to provide detailed percentage calculations for the primary material coverage, product information and installation details to adequately support the use of these materials as well as transparency information. A Waiver for these percentages may be required. Approval of Waivers will be required at Site Plan Review, by the designated reviewing body.

Required Bicycle Parking. This proposal includes bicycle parking within the individual garage units. The applicant was encouraged to provide additional bicycle parking outside of units.

Landscaping. The design of the open spaces and site landscaping are conceptual and will be further refined to meet the requirements and standards for quality open spaces and walkability. Designs, materials and landscape features will be reviewed with the final Site Plan review. The applicant is proposing use of permeable pavers within the auto-court. A pool is proposed as part of the open space. The applicant is proposing a private open space that would not be included for open space requirements. The applicant has noted that the space could be accessible to the public as a midblock pedestrian crossing, but would be designed for private use.

Utility and Grading. This proposal includes the provisions of infrastructure for public water, fire protection, sanitary and storm sewer. The applicant should continue to work with Engineering to make any adjustments that are required to the plan.

Washington Township Fire Department, Police, Economic Development

No comments.

PART III: APPLICABLE REVIEW STANDARDS

A. Waiver Review Criteria

The Administrative Review Team is required to review the proposed Waivers based on the following review criteria.

1. Building Type–Section 153.062(O)(4) – Front Property Line Coverage – The structure is required to cover a minimum of 75% of the front property line. A portion of Building H1 is approximately 70% at the easterly boundary and 52% at the southerly boundary. The public space has been designed to give the appearance of a closer setback through plaza areas, walls, and landscaping.

Criteria Met. Due to usability of the interior of the units and the design of the auto-court for proper circulation, the layout options for the structure were limited.

2. Building Type–Section 153.062(O) (5) –Permitted Roof Types— Towers are permitted on facades only at terminal vistas, corners at two principal frontage streets, and/or adjacent to an open space type. Towers will be necessary in order to provide access to the roof top decks.

Criteria Met. The addition of the towers will add architectural interest and variety to the buildings, in addition to functionality. The request will further enhance the design character and provide interest and articulation along the street frontages.

B. Basic Plan Review Criteria-Basic Site Plan

The Administrative Review Team should review this application based on the review criteria for applications for Site Plan Review, and consider the following proposed responses:

1. Site Plan is Substantially Similar to Basic Plan: Not applicable.
2. Consistency with Approved Development Plan: Not applicable.

3. Meets Applicable Requirements of Sections 153.059 and 153.062 through 153.065
Met with conditions or Site Plan Review Waivers. As reviewed in this report, all appropriate *sections* of the Code are met, met with conditions, met with Waivers, or will be reviewed at final Site Plan.
4. Safe and Efficient Circulation
Met with conditions and Site Plan Review. The applicant will need to work with Staff to ensure the development will be consistent with the Principles of Walkable Urbanism of Section 153.057. The applicant will have to continue working with staff to address the required finished improvements along the Dale Drive frontage.
5. Coordination and Integration of Buildings and Structures
Met. The proposed layout of the site and its modern architectural design does provide for coordination and integration of the development within the surrounding area, while maintaining the high quality image of the city.
6. Desirable Open Space Type, Distribution, Suitability, and Design
Site Plan Review. Locations and quality of design and details for all open spaces will be determined at Site Plan Review.
7. Provision of Public Services
Site Plan Review. This proposal includes preliminary public utility information. The details for providing services in a desirable manner will need to be coordinated and finalized to the satisfaction of the City Engineer.
8. Stormwater Management
Site Plan Review. The final plans providing stormwater details and design shall be coordinated and finalized to the City Engineer's satisfaction prior to Site Plan Review.
9. Phasing
Met. The applicant has not provided a phasing plan. Confirmation from the applicant that the overall development will be completed in one phase should be provided.
10. Consistency with Bridge Street District Vision Principles, Community Plan and other Policy Documents
Met. The Principles of Walkable Urbanism described in Section 153.057 should be continued to be developed when designing the proposed open spaces and frontage along all street frontages.

PART IV: ART RECOMMENDATIONS

Basic Plan-The Administrative Review Team recommends that City Council consider the following Basic Plan Waivers and Conditions:

Basic Plan Waivers

- 1) Front Property Line Coverage (%): *Approval*
- 2) Roof Type(s) Permitted (types): *Approval*

Conditions

- 1) That the applicant submit a parking plan that includes location of all on-street spaces that will count toward meeting the minimum parking requirement.
- 2) That the applicant continue to work with Staff to determine the width and location of the Greenway.
- 3) That the applicant continue to work with staff to detail construction of portions of Dale Drive to a public street standard appropriate for occupancy of the residential units, including construction design and cost sharing; and,
- 4) That the applicant work with staff to determine appropriate locations for bicycle parking outside of the individual units.

ANALYSIS & DETERMINATIONS – DEVELOPMENT PLAN

Applicable Site Plan Review Criteria

Includes 153.060 – Lots & Blocks, 153.061 – Street Types, 153.063 – Neighborhood Standards

DPR: Enough information is not available at this stage to determine if the requirement is met. Details of this nature would be expected as part of the Development Plan Review. The proposal is required to meet Code, or request a Development Plan Waiver.

153.059 – Uses (Block H)			
Code Section	Requirement	Met, N/A, Adm. Dep., Waiver, Other	
Table 153.059-A	Permitted and Conditional Uses	Met. All proposed Principal and Accessory Uses are permitted. The proposed Principal Uses are: <ul style="list-style-type: none"> • Dwelling, Townhouses • Parks and Open Space (0.45 acres provided on site) 	
(C)	Use Specific Standards	Dwelling, Townhouses	Met. No existing single-family attached residential units located across the street.
153.060 – Lots & Blocks Block H			

Code Section	Requirement	Notes	Met	
(A)	Intent	Intent is to establish a network of interconnected streets with walkable block sizes organized to accommodate multiple modes of transportation. It is intended that block configurations encourage and support the principles of walkable urbanism provided in 153.057(D) and the walkability standards of 153.065(I).	Met	
(B)	Applicability	Development Plan Review required due to required subdivision based on proposed block length and block perimeter length; Bridge Street District Street Network	Met	
(C) General Block and Lot Layout				
(1)(a)-(f)	Interconnected Street Pattern	The network of streets within the Bridge Street District is intended to form an interconnected pattern with multiple intersections and resulting block sizes as designated in 153.060(C)(2)	Met	
(2)	Maximum Block Size	(a) <i>Required Subdivision:</i> Unless otherwise permitted by this chapter, all developments requiring Development Plan Review in accordance with 153.066(E)(1)(b)2-4 shall subdivide consistent with maximum block sizes as required by Table 153.060-A.	Met	
		<i>Scioto River Neighborhood Maximum Block Dimensions (from Table 153.060-A)</i>		
		Maximum Block Length: 500 ft.	Proposed Block Length: North: 401; South: 322; East: 435; West: 375	Met
		Maximum Block Perimeter: 1,750 ft.	Proposed Block Perimeter: ±1,533 ft.	Met
		(d) <i>Exception:</i> When existing barriers limit the extension of the street network, blocks shall be created to match the above requirements to the maximum extent practicable. Barriers may include such features as a highway, waterway, open space, utility line, roadways with limited access restrictions, or development that is expected to remain.	N/A	
(4)	Principal Frontage Streets	(e) John Shields Parkway and Dale Drive are principal frontage streets.	N/A	
(5)	Block Access Configurations	(f) Mid-block access requirements are being met.	Met	
(6)	Mid-Block Pedestrianway	(g) Required on Shopping Corridor	N/A	

(7), (8)	Lot Dimensions and Configurations	Building type requirements, interior lot lines perpendicular to street right-of-way, no flag lots proposed.	Met
(9)	Street Frontage	Frontage on John Shields Parkway, Dale Drive, Tuller Drive, and proposed Larimer Street.	Met

153.063(C) – Neighborhood Standards – BSD Scioto River Neighborhood

Code Section	Requirement	Met/Notes
(4)	Building Types	(a) Corridor Building Type permitted
(5)	Placemaking Elements	SPR
(b)	Master Sign Plan	N/A
(6)	Open Spaces	Refer to §153.064

153.061 – Street Types (Block H)

Code Section	Requirement	Notes	Review Procedures
(A)	Intent	The proposed Principal Uses are permitted. The proposed Principal Use is Townhouse Dwellings.	None
(C)	Street Network	Proposed Larimer Street with 60-foot R-O-W to meet requirements.	Met
(E)	Street Elements	Detail provided at SPR or Plat Review	SPR
(F)-(G)	Curb Radii and Fire Access	Detail provided at SPR or Plat Review	Plat Review

ANALYSIS & DETERMINATIONS – SITE PLAN

Applicable Site Plan Review Criteria

Includes 153.059 - Uses, 153.062 – Building Types, 153.064 – Open Space Types, and 153.065 – Site Development Standards (Parking, Stormwater Management, Landscaping and Tree Preservation, Fencing Walls and Screening, Exterior Lighting, Utility Undergrounding, Signs, and Walkability Standards).

SPR: Enough information is not available at this stage to determine if the requirement is met. Details of this nature would be expected as part of the Site Plan Review. The proposal is required to meet Code, or request a Site Plan Waiver.

153.059 – Uses (Block H)			
Code Section	Requirement	Notes	Review Procedures
Table 153.059-A	Permitted Uses	The proposed Principal Uses are permitted. The proposed Principal Use is Townhouse Dwellings.	None

153.062 – Building Types (Block H)		
Code Section	Requirement	Met/Not Met
(A)	Intent	Met. The proposed building types provide a range of high quality architecture with to reinforce the intended character of the BSD Scioto River Neighborhood District development.
(B)(3)	General Requirements	Met. <i>Zoning Districts:</i> Corridor Building types and Parking Structures are permitted in the BSD Scioto River Neighborhood District.
		Met. <i>Uses:</i> Proposed uses are permitted in the district and in the building types. The BSD Scioto River Neighborhood Standards permit Townhouse Dwellings.
		Met. <i>No Other Building Types:</i> Proposed buildings are consistent with the Corridor Building Type, which is permitted in the BSD Scioto River Neighborhood District.
		Met. <i>Permanent Structures:</i> The proposed buildings are permanent structures.
		Met/SPR. <i>Accessory Structures:</i> A pool house is proposed in the open space and will be designed to meet requirements.
(C)	General Building Type Layout and Relationships	Met. <i>Incompatible Building Types:</i> There are no building type incompatibilities.
		Met. <i>Shopping Corridors:</i> At least one street or street segment is required to be designated as a shopping corridor in the BSD Scioto River Neighborhood district. A shopping corridor has been provided along principal frontage streets to the north (Bridge Park Ave. and Riverside

153.062 – Building Types (Block H)

Code Section	Requirement	Met/Not Met	
		Dr.). This was designated with approval of a previous application.	
(D)(1)	Parapet Roof Type Requirements	Met/SPR. Parapet Heights: Parapets have been designed to screen any roof appurtenances from view from the streets and are no more than 6-feet at adjacent buildings.	
		Met. Parapet Wraps all Facades: Parapets of varying heights are continuous on all facades of the buildings	
		Not Met. Horizontal Shadow Lines: Encouraged to distinguish parapets from upper stories and to define the top of the parapet.	
		Met. Occupied Space: None of the buildings with a parapet roof type incorporate occupied space or a half story within the roof.	
(D)(5)	Other Roof Types	Met. Meets the requirements for flat roof type. No uninterrupted vertical walls, not within BSD Historic Core.	
(D)(4)	Towers	Refer to Individual Building Type Requirements Tables (Waiver Required)	
(E)(1)	Façade Materials	(a) <i>Percentage of Primary Materials Required:</i> Please refer to 153.062(O) - Building Type Analysis.	See Table Below
		(c) <i>Permitted Primary Materials:</i> Please refer to 153.062(O) - Building Type Analysis.	See Table Below
		(d) <i>Permitted Secondary Materials:</i> Please refer to 153.062(O) - Building Type Analysis.	See Table Below
		(d) <i>EIFS:</i> Permitted for trim only.	SPR
		(g) <i>Clapboard Siding Thickness:</i> Must have minimum butt thickness of a quarter of an inch.	SPR
		(h) <i>Other High Quality Synthetic Materials:</i> May be approved by the required reviewing body	SPR
(E)(2)	Façade Material Transitions	Met. Vertical façade materials transition at inside corners. (a) Multiple materials proposed vertically: Where proposed, the 'heavier' material in appearance shall be incorporated below the 'lighter' material. (b) Transitions between different colors of same material: Shall occur at locations deemed architecturally appropriate by the required reviewing body. Transition materials are proposed on numerous elevations.	
(E)(3)	Roof Materials	Met. Parapet Roofs may use any roof materials appropriate to maintain	

153.062 – Building Types (Block H)		
Code Section	Requirement	Met/Not Met
		proper drainage. Roof Penetrations are concealed and shall not be visible from principal frontage streets (John Shields Parkway)
(E)(4)	Color	Met. The color palette consists of a complementary range of earth tones and neutral to dark colors.
(F)(1)	Entrances & Pedestrianways – Quantities and Locations	See Building Type Requirements Tables for each Building
(F)(2)	Recessed Entrances	Met/SPR. Principal entrances incorporate raised stoops of at least three steps and appears to be setback 5-feet.
(F)(3)	Entrance Design	Met. All principal entrances are at a pedestrian scale and effectively address the street and include design elements to provide prominent entrances along the façade.
(G)	Articulation of Stories on Street Façades	Met. All building façades have been effectively articulated to follow the stories of the buildings.
(H)(1)	Windows	Met. All proposed windows are aluminum.
(H)(3)	Awnings and Canopies	Met/SPR. The proposed sunscreens will be designed to meet canopy requirements.
(I)	Balconies, Porches, Stoops, and Chimneys	Met/SPR. Does not extend into R-O-W. Balcony and stoop size to be determined at site plan review.
(J)	Treatments at Terminal Vistas	N/A. No terminal vistas are present.
(K)	Building Variety	Met. Building designs must vary from adjacent buildings by the type of dominant material (or color, scale or orientation of that material). Building designs must also vary through at least 2 of the following: <ol style="list-style-type: none"> (1) The proportion of recesses and projections (2) A change in the location of the entrance and window placement (3) Changes to the roof design, including roof type, plane, or material (4) Pronounced changes in building height
(L)	Vehicular Canopies	N/A. No vehicular canopies are proposed.
(M)	Signs	SPR. Any directional shall be shown on final plan and designed to meet Bridge Street District code requirements.
(N)(4)(a)5	Vents, air conditioners and other utility	Met. These elements are not proposed to be part of any street-facing façade.

153.062 – Building Types (Block H)		
Code Section	Requirement	Met/Not Met
	elements	
(N) & (O)	Individual Building Type Requirements	<i>Refer to following section for detailed analysis of each building.</i>

153.062(O)(5) – Block H – Corridor Building (Townhouses)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	6 Buildings (3 Pairs)	Met
Front Property Line Coverage (%)	Min. 75%	Lot 11: North: ±76% South: ±80% East: ±75% West: ±90% Lot 10: West: 83% North: 86% East: 69.6 (without streetwall) South: 52.6%	Waiver may be required (SPR)
Occupation of Corner Required (Yes/No)	Yes	Walkway and landscaped areas	Met
Front Required Building Zone Required (range, ft.)	0-15 ft.	Ranging from 0-15ft.	Met
Corner Side RBZ Required (range, ft.)	0-15 ft.	Ranging from 0-15ft where provided	Met
Right-of-Way Encroachment	Awnings, canopies, eaves, patios & projecting signs permitted.	Steps project into right-of-way along	Waiver may be required (SPR)
Side Yard Setback Required (ft.)	5 ft.	N/A (No side yard)	N/A
Rear Yard Setback Required (ft.)	5 ft.	N/A (No rear yard)	N/A
Minimum Lot Width Required (ft.)	50 ft.	Lot 10: Width 355; Length ±380 Lot 11: Width ±158; Length ±508	Met/SPR

153.062(O)(5) – Block H – Corridor Building (Townhouses)			
Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Maximum Lot Width Required (ft.)	None	N/A	N/A
Maximum Impervious Lot Coverage (Lot 10 and Lot 11)	80%	The requirement appears to be met and will be confirmed at site plan review.	Met/SPR
Additional Semi-Pervious Lot Coverage Permitted (Lot 10 and Lot 11)	10%	No semi-pervious materials are proposed	N/A
Parking Location	Rear or within building	Within Building	Met
Loading Facility Permitted (location relative to principal structure)	Rear & Side Façades	N/A	N/A
Entry for Parking within Building (relative to principal structure)	Rear & Side Façade, Corner side Façade on non-PFS	Rear façade (Access from non-principal frontage street)	Met
Access	153.062 (n)(1)(c)	One shared driveway from neighborhood street to interior auto-court	Met
Minimum Building Height Permitted (ft.)	3 stories	3-4 stories	Met
Maximum Building Height Permitted (ft.)	6 stories	3-4 stories	Met
Ground Story Height	12 ft. Minimum 16 ft. Maximum	Ranging from 14 ft.- 16 ft.	Met
Upper Story Height	10 ft. Minimum 14 ft. Maximum	12	N/A
Ground Story Use Requirements	Residential, Office and related support uses permitted per Neighborhood Std.	Residential	Met
Minimum Occupied Space Required (ft.)	30' min depth Mechanical Rooms, service rooms, etc. shall not front a shopping corridor	N/A	Met

153.062(O)(5) – Block H – Corridor Building (Townhouses)			
Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Parking within Building	Rear of first 3 floors; fully in basement(s)	Parking within Building	N/A
Ground Story Street Facing Transparency (%)	Minimum 60% Transparency	Transparency to be calculated at SPR	Waiver may be required (SPR)
Upper Story Street Facing Transparency (%)	Minimum 30% Transparency	Transparency to be calculated at SPR	Waiver may be required (SPR)
Non-Street Façade Transparency (%)	Minimum 15% Transparency	Interior	Met/SPR
Blank Wall Limitations (Yes/No)	Yes	No windowless walls present	Met
Principal Entrance Location Required (relative to principal structure)	Primary Street Façade of Building	All building principal entrances face a street.	Met
Number of Street Façade Entrances Required (per ft. of facade)	1 per 75 ft. of façade, minimum	This requirement appears to be met.	Met/SPR
Parking Lot Façade Number of Entrances Required	Not Required	N/A	N/A
Mid-Building Pedestrianways Required (# per ft. of facade)	1 required for buildings longer than 250 ft. in length	N/A Not on a shopping corridor	N/A
Vertical Increments Required (location on principal structure)	No greater than every 45 ft.	All buildings include sufficient architectural interest and articulation for all vertical increments	Met

153.062(O)(5) – Block H – Corridor Building (Townhouses)			
Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Horizontal Facade Divisions Required (per ft. of facade)	On buildings 3 stories or taller; within 3 ft. of the top of the ground story. Required at any building step-back	All buildings include sufficient architectural interest and articulation.	Met
Required Change in Roof Plane or Type	Not required	None	N/A
Permitted Primary Materials (types)	Stone, brick, glass and other durable materials	Brick, Glass, Cement Fiber Panels	Waiver may be required (SPR)
Minimum Primary Façade Materials	80%	Appears to meet requirement. Site Plan Review required.	Met/SPR
Permitted Secondary Materials	Glass fiber reinforced gypsum, wood siding, fiber cement siding, metal and exterior architectural metal panels and cladding	Metal Sun Screen and Railings	Met/SPR
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet and Tower	Waiver Required
Tower(s) Permitted (Yes/No)	No	Multiple Towers proposed. Final quantity to be reviewed at SPR	Waiver may be required (SPR)

153.064 – Open Space Types (Block H)

Code Section	Requirement	Notes	Met
(C)(2)	Provision of Open Space	<p>There shall be a minimum of 200 square feet of publicly accessible open space for every residential unit. Required open space shall be located within 660 feet of the main entrance to the commercial space as measured along a pedestrian walkway.</p> <p>Based on 73 residential units, 0.35-acres of open space is required. Applicant states that 0.45 square feet of open space is provided as Greenway.</p>	Met
(D)	Suitability of Open Space		SPR
(F)	Open Space Types	<p>Required Open Space is provided as a Greenway— combination of an informal and well organized, primarily linear open spaces that serve to connect open space types and major destinations. Portions may follow and preserve a natural feature, or man-made features such as a street. Can be used to define edges of neighborhoods and districts and may be directly adjacent to other open space types.</p>	SPR
(G) General Requirements			
(1)	Size	<p><i>Minimum Acreage:</i> 1 acre (.45-acres proposed within the development, cumulatively, the entire greenway portion meets this requirement) <i>Maximum:</i> None</p>	Met
		<p><i>Minimum Dimension:</i> Minimum Pocket Plaza dimension is 30 feet, with average of 60. Minimum Dimension proposed is between 30-60 feet.</p>	Met
(2)	Access	<p>(a) <i>Minimum Percentage of ROW Frontage Required:</i> Pocket Plazas require a minimum of 50% of the Open Space perimeter along ROW Frontage.</p> <p>100% is along John Shields Parkway</p>	SPR
(4)	Improvements	(c) <i>Site Furnishings:</i>	SPR
		(d) <i>Public Art:</i>	SPR
		(f) <i>Maximum Impervious and Semi-Pervious Surface Permitted:</i>	SPR
		(h) <i>Fencing and Walls:</i>	SPR

153.065(B) – Site Development Standards – Parking and Loading (Block H)		
Code Section	Requirement	Met/Notes
(1)(b)	Parking Location	Met. Provided on-site within a parking structure and on-street.
(2)	Required Vehicle Parking	Met with Condition/Parking Plan Approval. Townhouses require a minimum of 2 spaces/dwelling unit for a minimum of 146 parking spaces. The parking plan has been provided that identifies 38 on-street parking spaces and 115 spaces within units for a total of 153 spaces available.
(2)(b)6	Adjustments to Required Vehicle Parking: Demonstration of Parking Need	TBD. The required reviewing body may approve a parking plan for fewer than the minimum required parking spaces or more than the maximum based on a demonstration of parking need by the applicant.
(3)	Required Bicycle Parking	Met. A total of 62 bicycle parking spaces are required for the commercial uses (one space for every 10 spaces required for commercial uses) The plans show that 75 bicycle parking spaces are provided throughout the site, including spaces in the parking structure. The applicant should consider including additional bicycle parking on-site for visitor and residents, outside of the individual units. The applicant should provide the cut sheets for bicycle parking facilities (on-street and in the structures) to verify that they meet the Code requirements at building permitting, subject to Planning approval. The applicant is encouraged to provide creative bike rack types for review and approval through the permitting process.
(4)	Off-Street Parking Space and Aisle Dimensions	Met. The proposed off-street parking spaces and aisles within the parking structures meet the requirements of Figure 153.065-A and Table 153.065-B.
(6)	Surface Parking Lot and Loading Area Design and Construction	N/A. No surface parking areas.
(7)	Required Loading Spaces	SPR. The proposal appears to meet all loading requirements.



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PLANNING AND ZONING COMMISSION

MEETING MINUTES

JUNE 9, 2016

AGENDA

- 1. BSD SRN – Bridge Park, G Block** **Mooney Street**
16-038BPR **Basic Plan Review (Discussion only)**

- 2. BSDSRN – Bridge Park, H Block** **Bridge Park Avenue and Mooney Street**
16-039BPR **Basic Plan Review (Discussion only)**

- 3. BSD SCN - Charles Penzone Grand Salon** **6671 Village Parkway**
16-015BPR **Basic Plan Review (Approved 6 – 0)**

The Chair, Victoria Newell, called the meeting to order at 6:30 p.m. and led the Pledge of Allegiance. Other Commission members present were: Chris Brown, Bob Miller, Cathy De Rosa, Stephen Stidhem, and Amy Salay. Deborah Mitchell was absent. City representatives present were: Claudia Husak, Vince Papsidero, Philip Hartmann, Donna Goss, Nichole Martin, and Flora Rogers.

Administrative Business

Motion and Vote

Ms. Newell moved, Mr. Brown seconded, to accept the documents into the record. The vote was as follows: Ms. De Rosa, yes; Mr. Miller, yes; Mr. Stidhem, yes; Mr. Brown, yes; and Ms. Newell, yes. (Approved 5 - 0)

The Chair briefly explained the rules and procedures of the Planning and Zoning Commission. She said certain cases on tonight’s agenda may be approved by consent. She stated that no cases were eligible for the consent agenda tonight. She determined to take the cases in the following order: 3, 1, and 2 and the minutes will reflect the cases recorded in the order as they were published in the agenda.

- 1. BSD SRN – Bridge Park, G Block** **Mooney Street**
16-038BPR **Basic Plan Review**

The Chair, Victoria Newell, said the following application is a proposal for a mixed-use development, including two buildings containing residential units, office and retail uses, and a parking structure. She said the site is south of Tuller Ridge Drive, north of Bridge Park Avenue, west of Dale Drive, and east of Mooney Street. She said this is a request for an informal review and feedback of a Basic Plan Review prior to review by City Council under the provisions of Zoning Code §153.066.

Nichole Martin asked if cases for Block G and H could be heard together as the sites are adjacent to one another. The Chair introduced Block H as well so both cases could be heard simultaneously.

**2. BSDSRN – Bridge Park, H Block
16-039BPR**

**Bridge Park Avenue and Mooney Street
Basic Plan Review**

The Chair, Victoria Newell, said the following application is a proposal for a residential condominium development consisting of approximately 75 townhome units. She said the site is located with John Shields Parkway to the north, Dale Drive to the east, Mooney Street to the west, and Tuller Ridge Drive to the south. She said this is a request for an informal review and feedback of a Basic Plan Review prior to review by City Council under the provisions of Zoning Code §153.066.

Nichole Martin noted G Block is located in the Bridge Park development, south of H Block, west of Dale Drive. She explained an informal review is not required but since the Basic Site Plan Review will be going to City Council per a development agreement, this informal review provides an opportunity for the PZC to provide feedback for Council's consideration.

Ms. Martin provided a brief history of the Bridge Park development. She said Blocks G and H are the fourth and fifth blocks of development in Bridge Park. She explained G is in a transitional area between some of the previously approved projects in C, B, and A blocks. She said H will have a very different feel from the other blocks of development.

Ms. Martin said two buildings are proposed for G Block labeled as G1, which is a 72,000-square-foot, six-story, mixed-use building and Building G2/G3 as a 300,000-square-foot, 5-story, fully residential wrapped parking structure. She stated that 0.33-acre of public open space is proposed along Mooney Street and Tuller Ridge Drive while 0.84-acre is required. She explained the main plaza is proposed between buildings G1 and G2/G3 and accounts for the majority of the public open space provided within the block. She said the plaza design aligns with the Block C plaza to the west to provide a cohesive connection between the two blocks. She said there are also two smaller open spaces provided, accessible from the residential units in G2/G3 building.

Ms. Martin said G1 contains retail on the first floor, office on the second floor, and a mix of 48 residential units (efficiencies, 1, 2, and 3 bedrooms) located along Bridge Park Avenue and Mooney Street. The G2/G3 building, she said, contains 406 parking spaces and a mix of 132 residential units (micro units, efficiencies, 1 and 2 bedrooms) on all four sides. She said the fourth floor will provide a private residential access between buildings G1 and G2/G3. She presented the floor plans for both buildings. She noted the façade materials: G1 depicts three different colors of brick and glass as primary materials for the retail and office located on stories one and two and stories three through six introduce two different metal panels with subtle façade articulations as well as private residential balconies. G2/G3 depicts two different colors of brick primarily present on the lower stories of the building. She said fiber cement siding, fiber cement panels, and metal panels are introduced on the upper stories; red fiber cement panels are depicted where the façade is inset for residential balconies and the parking garage entrance. She said the western elevation along Mooney Street is the only location where individual residential units (6) have access to a public street, not through a common entrance. The individual units she noted have entrances oriented to the side and are masked by brick-clad planters.

Ms. Martin said there are two vehicular access points for the garage: one on Mooney Street and the other on Dale Drive. She noted the pedestrian and public access points.

Ms. Martin concluded her presentation on Block G with the following discussion questions:

1. Does the proposal provide an appropriate transition given the surrounding development?
2. Does the Commission support the proposed architectural style and building materials?
3. Is there adequate open space provided in appropriate locations?
4. Are there other considerations by the Commission?

Ms. Martin said Block H is located north of Block G, directly west of the Sycamore Ridge Apartments and directly south of the Grand facility. She said a new public street is proposed (Larimer Street) to connect Mooney Street to Dale Drive and provide vehicular access to the auto courts in the development. She said public and private open space is provided. She explained there are three pairs of buildings (H1, H2, and H3), each split in a north/south direction to provide access to the auto courts and garages. She explained that part of the site is the John Shields Greenway so the applicant has determined the appropriate amount of dedication required. She indicated the proposal shows some steps to the front entries extending into the Greenway and the applicant will have to work with staff to reconfigure these areas. She explained Code requires 0.34-acre of public open space for the proposed development of H Block and private open space is proposed between buildings H1 and H2 for exclusive use by residents. She said the proposal shows ground level parking under all 75 units and will include one- or two-car garages, depending on the size of the unit. She said currently 153 spaces are provided within enclosed garages and at adjacent streets for the 75 units and all garages are accessed through an auto court with a permeable paver system with an ingress/egress in one location for each building off of a secondary street.

Ms. Martin presented an illustration using building H3 as an example. From the site plan, she said it appears that some of the units may have difficulty maneuvering vehicles in and out of their unit's garage.

Ms. Martin presented the architecture for the proposed Mooney Street and Tuller Ridge elevations. She noted the renderings show a contemporary architectural style emphasizing geometric forms with various roof heights, balconies, railings, and front stoops. She explained the illustrated building materials include glass, brick, wood, and cement fiber panels. To create architectural interest, she said, the applicant addressed facade diversity with two colors of brick to break down the massing of the facades into a pedestrian scale; horizontal and vertical facade articulations to further break down the massing; and secondary materials will be used to create building variety and diversity. She indicated the applicant is proposing a neutral color palette; however, specific building materials have not been chosen at this time and more detail will be provided in the future. She added metal sunscreens and decorative balconies that provide visual interest along the street.

Ms. Martin concluded Block H with discussion questions for the Commission's consideration:

1. Does the Commission support the proposed site layout and design of the units?
2. Does the proposed design and architectural elements of the buildings fit with the intended character of this area of the district?
3. Does the Commission have concerns with circulation and access within the auto court?
4. Should the greenway be the only public open space for the proposal?
5. Are there other considerations by the Commission?

Bob Miller inquired about the auto courts from an engineering perspective. Ms. Martin said further maneuverability detail has been requested.

Russell Hunter, Crawford Hoying Development Partners, 555 Metro Place, said Ms. Martin did a really good job at going through all the details for these two blocks. He presented the Site Plan noting this is a continuation of the Bridge Park Avenue streetscape. He said the open space aligning with the C Block open space differ in design so they each have a unique identity. He said how the block differs from the other blocks is that it contains a completely wrapped parking garage. He pointed out the residential liners along C Block so it is important to maintain that character on the G Block.

Mr. Hunter explained that they have continued to push the architect so the buildings have a strong identity. He said the outdoor spaces were enhanced that included balcony space overlooking Bridge Park

Avenue, second floor office space provides covered space on the ground floor so the restaurants that move in will have a unique space. He noted how the materials weave, highlighting the horizontal and vertical aspects of the building.

Mr. Hunter summarized the Bridge Park experience. He said C2 is along Riverside Drive, C3 is under construction, and now they have worked their way up the development, creating unique identities for each of the buildings. He said they share common themes and materials but the uniqueness comes from the detail. He said the G1 building is a transitional building and on the edge of their property as it exists today. He noted there is a legacy product across the street (Dale Drive) of shorter heights so they paid more attention to that.

Mr. Hunter introduced a new product called millennium tile; it was installed on 5th Avenue, a branch of the Columbus Public Library. He explained it was originally designed to be a roofing tile but it is starting to be used on the sides of buildings and it has a reflective quality and it comes in different textures and colors. He said they would like to use it on the top of the building without using a strong cornice to bring down the scale.

Mr. Hunter said they are using a different architect for the condominium buildings in Block H and asked him to come forward.

David Keyser, dkb Architects, 52 E. Lyn Street, explained every unit will either face onto the public street or onto a public or private open space per the crescent configuration of the six buildings. He said the auto courts are accessed and primarily shielded from the public areas. He said the massing of the buildings is broken down to a pedestrian scale. He said some units have porches or balconies. He said one of their challenges was the 17-foot grade difference between Dale Drive and Mooney Street. He said it helps the units individualize with varying heights of stoops with steps moving up the Tuller Ridge elevation creating a pedestrian friendly relationship.

Chris Brown inquired about the taller towers. Mr. Hunter said there are larger units with roof terraces where that tower element pops up to the fourth floor.

Amy Salay asked if the stairs were divided. Mr. Hunter answered that yes the stairs are individualized.

Ms. Martin again presented the discussion questions for G Block.

Mr. Brown stated he liked the new and improved version of building G1. He said as the whole project develops, other than the hotel, we have much of the same building vocabulary going on everywhere from Tuller Flats to C Block to B Block. He said the variation is not tremendous so he considers this new millennium tile as a dynamic element. He said he looked at G1 and G2 to see if they would be able to be converted to another use in the future. He encouraged the applicant to consider a different framing structure above the second level. He said he likes that the envelope is still being pushed with the architect. He stated Bridge Park is a very important drive and there should be building diversity for the pedestrian experience. He said the monolithic building mass has been broken up as dictated by the Code. He said there needs to be enough variation from façade to façade to façade that he currently does not see. He suggested the style of G2/G3 be changed. He explained from the panoramic view of the development, metal is all that is visible from the tops of each building, which he does not like. He said it is all urban contemporary architecture but between the building materials and the rhythm, there is too much sameness. He referred to Seaside, FL as a good example for variation. He said G1 is an important building because it is not on the river and transitional to other development of Bridge Park.

Victoria Newell agreed with Mr. Brown's comments. She said if she was just looking at one building and not in context with everything else, she would probably like it. She said it repeats a lot of what the

Commission has already been presented with and was hoping for a new rhythm for these two blocks. She said G2 becomes very vertical per the elements so the massing is not right. She said it is busy and not helping. She said nothing is providing a backdrop or a relief from the rhythm and patterns created. She suggested extending brick to the top of the building. She stated she did not know anything about the millennium tile and cautioned the applicant about tile not aging well as glazing starts to wash away. She requested more information about the material.

Mr. Hunter said it is a metal tile formed to have a shape to it and not glazed. He said some have a more galvanized look and some have more of a reflective sheen.

Cathy De Rosa asked what unique voice this building is trying to make. She inquired about the amount of glass.

Mr. Hunter said there is metal used with the glass. He asked for the Commission's feedback on the color blocking and the use of color. He said a lot more can be done with fiber cement panels as they come in a variety of color.

Ms. De Rosa said color brings energy.

Ms. Newell suggested more brick to get away from the repeat of pattern and bring relief. She said she was not opposed to bringing bright colors to a building as long as she can be convinced they will stand the test of time and keep it fresh and maintained.

Mr. Brown said he liked the glass and the openness of the corner.

Ms. Salay said she likes the idea of all brick. She asked if millennium tile would be a way to introduce color instead of fiber cement panels. She inquired about the red color for G2.

Mr. Hunter said specific bricks have not been determined.

Steve Stidhem said G2/G3 looks like a Tetris screen so he wants to see something different. He said he liked the red the way it was used.

Ms. De Rosa said she liked the park plaza between the two buildings, including the water elements and the different elevations.

Ms. Newell said she liked the plaza, too.

Bob Miller said he visited the site. He said he liked G1 and for G2/G3 he thought at first it looked boring but when he stood down on Riverside Drive, and envisioned what was going to be in front and going into Sycamore Ridge, he thought the design would work really well. He asked if there was any chance to bring any green into the roof for G2/G3.

Mr. Hunter said it is a flat roof.

Mr. Miller said he loved the architecture for Block H. He said it felt like two completely different separate projects. He was concerned about units fronting the greenway and others fronting the pool, while some units front on no open space. He said he understands the auto courts but there are too many units going into too small of a space. He indicated he envisioned a lot of congestion at the am and pm rush hours. He clarified that H1 and H2 looked like one project and H3 is a separate project separated by Larimer Street. He asked if the pricing would be consistent across all three buildings to which Mr. Hunter said they would. Mr. Hunter said there would be a consistent cost per square foot.

Mr. Hunter said the engineers at EMH&T calculated the turning radii of the auto courts.

Ms. Newell thought it was still an issue and believes residents will have trouble maneuvering and it will be tough for the applicant to make the corner garage unit work. She said the intent of the BSD is to make it feel walkable and is concerned with the public private space with the swimming pool. She said she liked the architecture and looks forward to seeing more detail about the materials, etc.

Mr. Hunter said the area is private but it is not gated. He said the pool is worth a conversation and per the Ohio law, there would have to be a gate.

Ms. Salay said she likes the architecture a lot and likes the idea of the pool area. She cautioned about making the auto courts too large but likes the islands in the middle. She did not think there will be an issue with too many cars coming and going at the same time. She said the buildings are gorgeous and will add an element to the BSD that has been missing. She said these designs far exceeded her expectations.

Ms. De Rosa said she liked the architecture and the balconies are interesting, not monotonous like other buildings. She said the courtyards felt European. She asked if the on-street parking would be reserved. Mr. Hunter said parking spaces would not specifically be reserved.

Mr. Stidhem said he liked the architecture and overall the plan was cool. He said it reminded him of San Francisco.

Mr. Brown said he liked the architecture and is not opposed to a pool but the public should be able to go east to west. He said there would be on-street parking on Larimer and he would like having a space right in front of this unit. He said the pool would be used, minimally, and questioned the amount of sun it would receive. He said he liked the taller ridge elevations and how they tumble down the hill like San Francisco. He asked how mail will be managed.

Mr. Hunter indicated the US Postal Service will require that the mail be consolidated. He said there is a building by the pool that would be able to house something like that.

Mr. Brown inquired about the alignment of Larimer Street and the connectivity to the east of this block.

Mr. Hunter indicated the developers want to introduce a grocer but it requires a service bay so this area works the best.

Mr. Brown said he anticipates this being a large empty-nester community and asked where larger units might go that have a lot of money. Mr. Hunter said he did not think this would be the only condominium product on the east side and they are contemplating other areas.

The Chair asked if there were any further questions or comments. [Hearing none.]

Planning Report

Thursday, June 9, 2016

Bridge Park – Block H

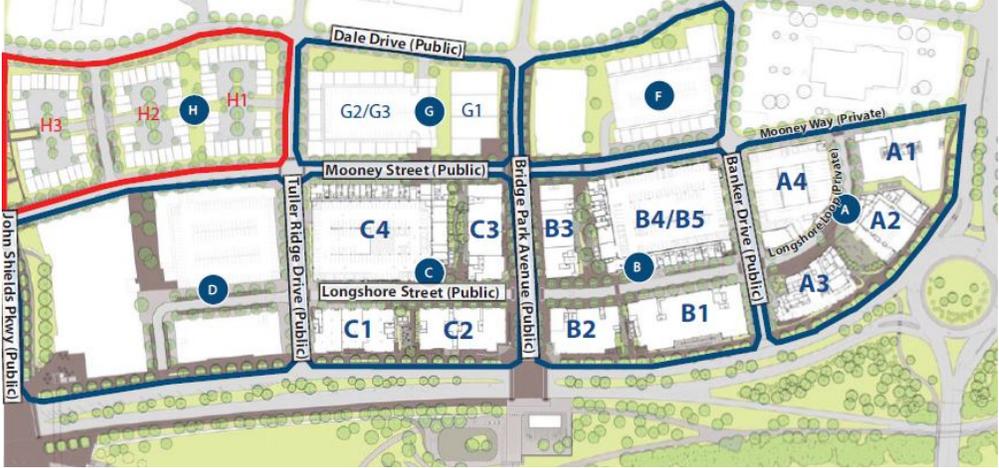
Case Summary

Agenda Item	2
Case Number	16-039 BPR-INF
Proposal	A residential condominium development consisting of approximately 75 townhome units.
Request	Informal review and feedback of a Basic Plan Review prior to review by City Council under the provisions of Zoning Code Section 153.066.
Site Location	John Shields Parkway to the North, Dale Drive to the East, Mooney Street to the West, Tuller Ridge Drive to the South.
Applicant	Crawford Hoying and DKB Architects
Case Managers	Claudia Husak, Planning Manager (614) 410-4675 chusak@dublin.oh.us Lori Burchett, Planner II (614) 410-4656 lburchett@dublin.oh.us Nichole Martin, Planner I (614) 410- 4635 nmartin@dublin.oh.us
Planning Recommendation	Planning recommends the Commission consider this proposal with respect to compatibility with surrounding context, layout, scale, architectural concept, and site details.

Discussion Questions

- 1) Does the Commission support the proposed site layout and design of the units?
- 2) Does the proposed design and architectural elements of the buildings fit with the intended character of this area of the district?
- 3) Does the Commission have concerns with circulation and access within the auto court?
- 4) Should the greenway be the only public open space for the proposal?
- 5) Other considerations by the Commission.

Facts

Site Area	5.02 acres ±
Zoning	BSD-SRN, Scioto River Neighborhood
Surrounding Zoning And Uses	North: BSD-OR: Office Residential, Healthcare South and West: BSD-SRN: Scioto River Neighborhood East: BSD-R: Residential, Sycamore Ridge
Site Features	<ul style="list-style-type: none"> • John Shields Parkway to the North, Dale Drive to the East, Mooney Street to the West, Tuller Ridge Drive to the South with a mid-block division in proposed Larimer Street running East/West. • Grade change from south to north.
Site Overview	<p>Blocks A, B and C are currently under construction. Blocks A and B are scheduled for completion in spring 2017 and Block C is scheduled for completion in fall 2016.</p> 
Case Background	<p>2016</p> <p>A Block <i>PZC Development Plan Site Plan</i> On February 18, 2016, the Commission approved a (final) Development Plan and Site Plan, two Conditional Uses (one for the parking structure and one for the event center), a Parking Plan, and associated Waivers for Block A, the third phase of the Bridge Park Development.</p> <p><i>CC Basic Plan Review</i> City Council reviewed the Basic Development Plan and Basic Site Plan on December 7, 2015 for a 150-room hotel, event center, and 610 space structured parking garage, and future office building. Council approved the</p>

Facts

Basic Plans and designated the Planning and Zoning Commission as the reviewing body for future applications.

B & C Blocks

PZC Master Sign Plan

On **February 18, 2016**, the Commission approved a Master Sign Plan required as part of the (final) Development Plan and Site Plan approval and Bridge Street District Code for designated shopping corridors to permit a variety of context sensitive sign types in designated locations. An amendment to the sign plan to include signs for the City owned garages was approved by the Commission on **May 5, 2016**.

2015

Bridge Park Development

PZC Preliminary Plat

The Preliminary Plat was submitted with the Basic Development Plan; and the Subdivision Regulations require the Planning and Zoning Commission to make a recommendation on the Preliminary Plan to City Council. The Commission reviewed the Preliminary Plat for the overall Bridge Park mixed-use development on **February 5, 2015**, and recommended approval to City Council after 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.

CC Preliminary Plat and Basic Plan Review

City Council reviewed the Basic Development Plan on **January 20, 2015** for all blocks of the Bridge Park development and Basic Site Plan for only Blocks B and C. City Council made determinations on the Basic Development and Site Plans, 5 Waivers to Code requirements, and determined the Commission as the required reviewing body for future applications.

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

C Block

PZC Development Plan and Site Plan

The Commission approved the (final) Development and Site Plans for the four buildings associated with C Block, the first portion of the first phase of the Bridge Park development on **June 11, 2015**. The final approved project includes approximately 153 apartment units, 81,000 square feet of office, 36,000 square feet of commercial (retail, restaurant), and an 849-space parking garage.

Facts

B Block

PZC Development Plan and Site Plan

The Commission reviewed and approved the (final) Development and Site Plans for the four buildings associated with B Block, the second portion of the first phase of the Bridge Park development on **August 20, 2015**. The project proposal includes approximately 213 apartment units, 61,800 square feet of office, 47,000 square feet of commercial (retail, restaurant), and an 869-space parking garage.

Review Process

Code requires Basic Plan approval by City Council for applications involving a development agreement for all sites outside of the Historic District. The applicant has submitted this Basic Plan for review by City Council on July 5, 2016. The applicant is requesting informal review and feedback from the Commission prior to Council's review of the Basic Plan.

The following outlines the review and approval procedures and the general sequence of each required application following the Informal Review:

1. Basic Development Plan and Basic Site Plan: Reviewed by ART with recommendations forwarded to City Council for determinations within 28 days.
2. Preliminary Plat/Final Plat: Reviewed with a recommendation from the Planning and Zoning Commission to City Council.
3. Development Plan/Site Plan Application: Reviewed by the ART with a recommendation forwarded to the final determining body as designated by City Council for a determination within 42 days.
4. Building Permits through Building Standards.

Details and Analysis

Informal

General

Staff recommends the Commission consider this proposal with respect to compatibility with surrounding context, layout, scale, architectural concept, and site details. The following analysis provides details and discussion points with regard to the proposal.

Proposal

This is a request for review and informal, non-binding feedback for the construction of townhome units in Block H of Bridge Park. The project proposes 6 Single-Family Attached residential buildings. The buildings include ground floor parking access through an interior auto court with multi-level units surrounding. A new public street is proposed to connect Mooney Street to Dale Drive.

Use

The Bridge Street District-Scioto River Neighborhood provides opportunities for a well-planned and designed neighborhood with a mix of land uses. Predominant land uses include a residential presence to complement and support a strong mix of uses. This proposed Corridor building type is all residential within a walkable distance to parks, commercial, and office uses.

Details and Analysis

Informal

The proposal includes 75 townhome units in six buildings with parking below each unit.

Each of the buildings are designed to reflect the new urbanist principals of the Bridge Street District. Front entries open to the street and parking is hidden from the public realm. Each of the buildings are configured to meet the requirements for Street Frontage, Front Property Line Coverage, Occupation of Corner, and RBZ Treatment with landscape walls, porches, and stoops entering the with-in the RBZ zone.

Layout

The six buildings are configured and sited to create a public facing facade for the Street Frontage and a private auto court for garage access. Each pair of buildings is split in the north/south direction to provide private access drives to the auto courts. Buildings H1 and H2 are separated by a private open "green space" that provides pedestrian access to the units fronting this green. Building H3 fronts the public Greenway along John Shields Parkway to the North. The City is requesting an average width of 60-feet be dedicated for the continuation of the Greenway.

Discussion Question:

1. Does the Commission support the proposed site layout and design of the units?

Architecture and Materials

The intended building type is identified as a Corridor Building. This building type allows for a maximum height of 6 stories with principal entrances facing the street. Permitted primary materials include stone, brick, and glass with horizontal façade divisions on structures greater than 3 stories.

Proposed renderings show a contemporary architectural style emphasizing geometric forms with various roof heights, balconies, railings, and front stoops. Illustrated building materials include glass, brick, wood, and cement fiber. To create architectural interest, the applicant states that facade diversity is addressed in several ways with a variety of material finishes and details. Permitted primary materials will consist of two colors of brick used in a way to break down the massing of the facades into a pedestrian scale. Transitions of primary materials are proposed to be consistent with the Code, accompanied by a string course and/or accent coursing for horizontal facade divisions or at inside corners for vertical facade divisions. Secondary materials will be used to create building variety diversity.



Details and Analysis

Informal

Building Variety will also be achieved by:

- (1) The proportion of recesses and projections.
- (2) A change in the location of the entrance and window placements.
- (3) Changes to the roof design, including material and parapet heights.
- (4) Pronounced changes in building height.

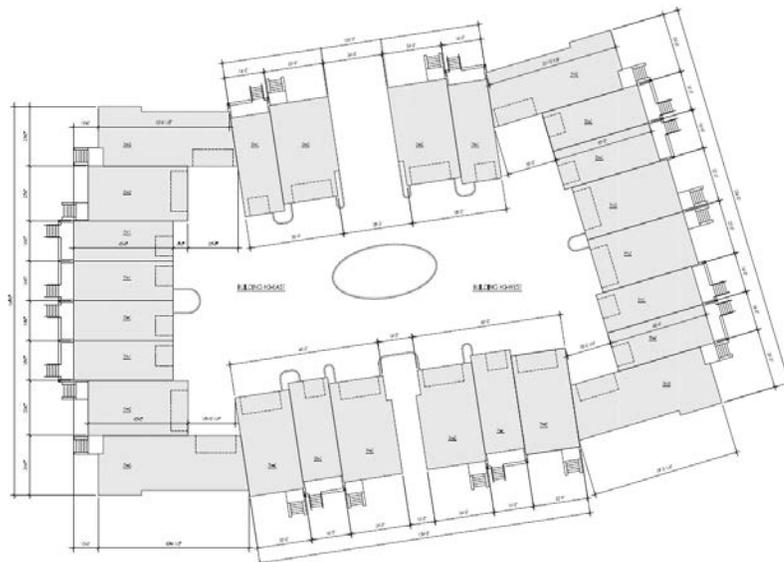
Discussion Question:

2. Does the proposed design and architectural elements of the buildings fit with the intended character of this area of the district?

Circulation and Parking

The proposal shows ground level parking under all 75 units and will include one or two car garages, depending on the size of the unit. Required parking is at a rate of two spaces per unit. A total of 150 spaces would be required for the development. Currently 153 spaces are provided within enclosed garages and at adjacent streets for the 75 units. All garages are accessed through an auto court with an ingress/egress in one location for each building off of a secondary street. The illustration below shows Building H3 as an example. The applicant noted that a permeable paver system is proposed for the auto court surface.

From the site plan, it appears that some of the units may have difficulty maneuvering vehicles in and out of their unit's garage.



Discussion Question:

3. Does the commission have concerns with circulation and access within the auto court?

Open Space

Building H3 fronts the public Greenway along John Shields Parkway to the North. The City is requesting an average of 60-feet of width be dedicated as part of this proposal to achieve a contention of the Greenway as approved for

Details and Analysis		Informal
	<p>the Tuller Flats project. The proposal shows some steps to the front entries extending into the Greenway and the applicant will have to work with staff to reconfigure these areas.</p> <p>Code requires .34-acre of public open space for the proposed development of H Block. The application will provide the Greenway along John Sielids Parkway and private open space is proposed in between Buildings H1 and H2 for exclusive use by residents. The applicant is requesting the Greenway dedication fulfill the Code required open space dedication.</p> <p><i>Discussion Questions:</i></p> <p>4. Should the Greenway be the only public open space for the proposal?</p>	

Recommendation		Informal
Summary	<p>Planning recommends the Commission consider this proposal with respect to compatibility with surrounding context, layout, scale, architectural concept, and site details. Outlined below are suggested questions to guide the Commission's discussion.</p>	
Discussion Questions	<ol style="list-style-type: none"> 1) Does the Commission support the proposed site layout and design of the units? 2) Does the proposed design and architectural elements of the buildings fit with the intended character of this area of the district? 3) Does the commission have concerns with circulation and access within the auto court? 4) Should the greenway be the only public open space for the proposal? 5) Other considerations by the Commission. 	

fiber cement. Mr. Hunter added this material was used on the public library branch and it reflects what is around it, like the sky or could be adjacent buildings.

Matt Earman inquired about the renderings as they appear to show a plain concrete walk. Mr. Hunter assured him that was not to be the case as the Bridge Park section of pavement would continue around there.

Mr. Harpham inquired about exits.

Aaron Stanford noted the principal frontage streets and said there might need to be additional access to the garage.

Ms. Rauch asked if there were any further questions or concerns. [There were none.]

**3. BSD SRN – Bridge Park, H Block
16-039BPR**

**Bridge Park Avenue and Mooney Street
Basic Plan Review**

Nichole Martin said this is a request for a residential condominium development consisting of approximately 75 townhome units with parking below each unit. She said the site is surrounded by John Shields Parkway to the north, Dale Drive to the east, Mooney Street to the west, and Tuller Ridge Drive to the south. She said this is a request for an informal review and feedback of a Basic Plan Review prior to a review by City Council under the provisions of Zoning Code §153.066.

Ms. Martin presented an aerial view of the 5.02-acre site. She referred to the development history for Blocks A, B, C, G, & H in the Planning Report that spanned 2015 and 2016 and noted blocks A, B, & C are currently under construction. She presented a site plan for all the blocks to provide context, highlighting block H. She said this proposal includes six single-family attached residential buildings and one new street to be added (Larimer Street) to connect Dale Drive to Mooney Street. She explained the buildings are situated in three pairs and the buildings are labeled H1, H2, and H3. The six buildings she said are configured and sited to create a public facing façade for the street frontage and each pair of buildings is split in the north/south direction. She pointed out that the buildings include ground floor parking access through an interior auto court with multi-level units surrounding. She presented the open space and noted that 0.34 acres are required and 0.45 acres are provided. Buildings H1 and H2 she said are separated by a private open "green space" that provides pedestrian access to the units fronting this green and building H3 fronts the public Greenway along John Shields Parkway to the north. She said a swimming pool is proposed in the open space between buildings H1 and H2 but it is not currently permitted by the Code. She said the parking proposed is for a total of 153 parking spaces including one- or two-car garages that contain bicycle parking and on-street parking.

Ms. Martin presented an illustration of building H3 as an example for garage access through the auto court with a permeable paver system. She said Staff is concerned about maneuverability and accessibility for some of the unit's garages as the plan view appears to be tight.

Ms. Martin presented renderings of the elevations proposed for Mooney Street and Tuller Ridge to show the contemporary architectural style emphasizing geometric forms with various roof heights, balconies, railings, sun shades, and front stoops. She said the proposed building materials are glass, brick, wood, and cement fiber to create architectural interest. She stated the permitted primary materials will consist of two colors of brick used in a way to break down the massing of the facades into a pedestrian scale; secondary materials create building variety and diversity.

Ray Harpham asked if there was access to any of the roofs. Russ Hunter, Crawford Hoying Development Partners, answered the larger residential units have access.

Jenny Rauch inquired about private open space. Mr. Hunter replied that the primary access to the open space is on Mooney Street and they are considering using the landscaping to prevent the public from entering the open space.

Mr. Harpham inquired about the pool and the stairs in that open space and if it is wheelchair accessible. Ms. Martin said the applicant had revised the design of the stairs. Mr. Hunter added the pool area and the associated building are at grade level with Dale Drive, otherwise it is quite a grade change for the remainder of the site.

Ms. Rauch noted that a pool is not permitted in the BSD. Mr. Hunter admitted he did not know that until just prior to the meeting and asked if a Code Amendment might be requested.

Aaron Stanford inquired about trash pick-up. Mr. Hunter said the trash management would be provided by a private service. He explained that each unit will have a trash can and a small truck will come around and collect each unit's trash and then carry it to one location to empty it into a garbage truck so there will not be a need for garbage trucks to be in the auto courts. He added there is space in the private garages to store the trash cans.

Mr. Harpham asked if all the balconies face the street and if there were any decks proposed. David Keyser, DKB Architects, said they are looking at doing Juliet balconies that face the auto courts for some of the units and that all the rooftop terraces will face the street or open space.

Ms. Rauch asked if there were any further questions or concerns. [There were none.] She said that the applications for Blocks G & H were scheduled to be heard by the PZC this evening as additional Informal Reviews.

ADMINISTRATIVE

Jenny Rauch asked if there were any additional administrative issues or other items for discussion. [There were none.] She adjourned the meeting at 2:40 pm.

Chief von Eckartsberg added that the retirements were not anticipated at the beginning of 2015.

Vice Mayor Gerber moved to dispense with the public hearing and pass as an emergency.

Mr. Lecklider seconded the motion.

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

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

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

Ordinance 24-15

Amending Section 2 ("Wage & Salary Structure/Administration of Ordinance No. 73-06 ("Compensation Plan for Non-Union Personnel"), and Declaring an Emergency. (Request to dispense with public hearing)

Vice Mayor Gerber introduced the ordinance.

Mr. McDaniel stated that this legislation relates to the reclassification of the Information Technology Director position. The previous Director retired in January, and the position is currently vacant. Staff is requesting that the position be reclassified – in both pay and its stature within the organization. The position would then be a department head versus division head position. This is reflective of the ongoing need to ensure the City is incorporating technology within all departments, divisions and operations, and with the anticipation of ever-increasing information technology demands, the use of technology, leveraging technology in business practices as well as IT operations. He also anticipates that this individual would assume responsibilities relative to Dublink, the City's broadband initiative, which has many requirements – in both capital development, programmatic development, and leveraging with economic development. He believes it is appropriate to recommend reclassification of the position.

Ms. Chinnici-Zuercher asked for confirmation that the position as reclassified would be re-advertised.

Mr. McDaniel responded that he had a discussion today with the search firm, and the position will be re-advertised.

Vice Mayor Gerber moved to dispense with the public hearing and pass as an emergency.

Mr. Lecklider seconded the motion.

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

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

OTHER

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

Ms. Ray stated that the request for preliminary plat approval relates to a 30.9-acre Bridge Park project. She shared a slide of the overall Bridge Street District, including the area between the US 33 interchange and Sawmill Road. The site is outlined in yellow, and is east of the future relocated Riverside Drive, north of SR 161 and west of Dale Drive.

The basic development plan and basic site plan for this project were approved by Council on January 20, 2015. That included the overall 30.9-acre site that has a grid

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

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

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

She offered to respond to questions.

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

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

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

Ms. Ray responded that is correct.

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

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

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

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

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

Mr. Reiner moved approval of the Bridge Park East Preliminary Plat.

Ms. Chinnici-Zuercher seconded the motion.

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

STAFF COMMENTS

Mr. McDaniel:

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

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

Ms. Chinnici-Zuercher moved to waive the competitive selection process for the Senior Project Manager in the Planning division, in order that Mr. Langworthy can be appointed to this position by the City Manager.

Vice Mayor Gerber seconded the motion.

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

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



City of Dublin

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Range Planning

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

FEBRUARY 5, 2015

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

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

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

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

Applicant: Nelson Yoder, Crawford Hoying Development Partners.

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

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

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

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

*Nelson Yoder agreed to the above conditions.

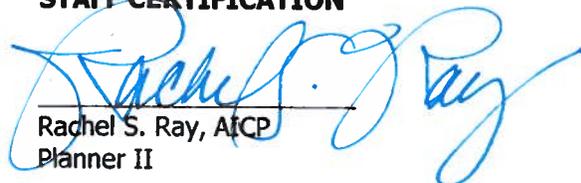
VOTE: 6 – 0.

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

RECORDED VOTES:

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

STAFF CERTIFICATION



Rachel S. Ray, AICP
Planner II

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Chair invited public comment. [Hearing none.]

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

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

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

Amy Salay said she shared Ms. Newell’s concern. She said she was never a fan of combining the cycle track with the sidewalk but was persuaded by points made by Staff and fellow Council members. She

indicated the expectation is that cyclists are not going to be whizzing through this area. She said it is anticipated that the 'serious' cyclists will use the street and not the cycle track. She indicated discerning the correct width is a challenge and a balance needs to be reached.

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

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

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

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

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

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

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

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

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

Deborah Mitchell said she was concerned about the safety for bicyclists and pedestrians and that there is enough room for them to coexist without problems. She said she has never seen paths delineated in the manner proposed with this application, but her experience has been when both groups are sharing the

same right-of-way or path, typically there is more than 10 feet and maybe even be more than 12 feet. She said people walking dogs should be considered as well as someone walking with children, strollers, etc. She stated that the paths can get very congested.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Motion and Vote

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

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

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

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

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

6716 Perimeter Loop Road Conditional Use

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

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

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

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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

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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

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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

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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.

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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,

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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 space. 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.

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- 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

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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

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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 divisions 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

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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.

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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

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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.

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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

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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.

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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.

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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 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.

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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

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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?

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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.

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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.

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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

APPLICATION FOR DEVELOPMENT

PLEASE CHECK THE TYPE OF REVIEW

- West Innovation Districts
(Zoning Code Sections 153.037 - 153.043)
- Bridge Street Corridor Districts
(Zoning Code Sections 153.057- 153.066)
- Wireless Communication Facility (Chapter 99)

PLEASE CHECK THE APPLICATION TYPE

- Basic Plan Review
- Development Plan Review
- Waiver Review
- Open Space Fee-in-Lieu
- City Council Appeal
- Minor Project
- Site Plan Review
- Master Sign Plan
- Parking Plan
- Administrative Departure

Wireless Applications

- New Tower
- Alternative Structure
- Co-Location
- Temporary

The following applications require review and decision by the **Planning and Zoning Commission, Board of Zoning Appeals, or Architectural Review Board**, but may be submitted concurrently with another application.

Check any that apply:

- Conditional Use
- Administrative Appeal
- Project involving modifications to property within the Architectural Review District
- Other: _____
- Rezoning

SUBMISSION REQUIREMENTS

- Fee** (refer to the approved fees list)
- Electronic Copies** of all application materials (PDF, JPEG, Word, etc. as appropriate)
- Submission Requirements** for each type of application (refer to checklists)
- Legal Description and/or Property Survey** for the subject property

I. PROPERTY INFORMATION:

Provide information to identify properties and the proposed development. Attach additional sheets if necessary.

Property Address(es): Bridge Park Block H	
Tax ID/Parcel Number(s): 273-012703	Parcel Size(s) in Acres: 5.02
Existing Land Use/Development: Vacant Land	Zoning District: BSD Scioto River

- Check this box if any **Administrative Departures** are requested and attach an Administrative Departure request form.
- Check this box if any **Waivers** are requested as part of the application for development and attach a Waiver Request form.

II. PROPERTY OWNER INFORMATION:

Indicate the person(s) or organization(s) who own the property proposed for development. Attach additional pages if there are multiple property owners.

Name (Individual or Organization): Scioto Tuller Acquisition Nelson Yoder	
Mailing Address: 555 Metro Place N Ste 600 Dublin, Ohio 43017	
Daytime Telephone: 614-335-2020	Fax:
Email or Alternate Contact Information: nyoder@crawfordhoying.com	

FOR OFFICE USE ONLY: DIRECTOR'S ACCEPTANCE

Date of Acceptance:	Next Decision Due Date:
Final Date of Decision:	Determination:
Director's (or Designee's) Signature:	

III. APPLICANT(S): Indicate person(s) submitting the application if different than the property owner(s).

Name: (Individual or Organization)	
Mailing Address:	
Daytime Telephone:	Fax:
Email or Alternate Contact Information:	

IV. AUTHORIZED REPRESENTATIVE(S): Indicate the person(s) authorized to represent the property owner and/or applicants.

Name: (Individual or Organization)	
Mailing Address:	
Daytime Telephone:	Fax:
Email or Alternate Contact Information:	

V. AUTHORIZATION FOR OWNER'S APPLICANT(S)/REPRESENTATIVE(S): Complete if applicable.

I, _____, the **owner**, hereby authorize _____ to act as a **representative(s)** in all matters pertaining to the processing and approval of this application, including modifying the application. I agree to be bound by all representations and agreements made by the designated representative.

Signature of Current Property Owner:	Date:
--------------------------------------	-------

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

VI. 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 enter, photograph and post a notice on the property described in this application. This is optional, but recommended.

I, Nelson Yoder, the **owner** or **authorized representative**, hereby authorize City representatives to enter, photograph and/or post a notice on the property described in this application.

Signature of Owner or Authorized Representative:	Date:
--	-------

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

I, Nelson Yoder, 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 Current Property Owner or Authorized Representative:	Date:
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Check this box if the Applicant's Affidavit and Acknowledgement is attached as a separate document.

Subscribed and sworn to before me this 25 day of May, 2016

State of Ohio

County of Franklin

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



BASIC SITE PLANS
FOR
BRIDGE PARK BLOCKS G & H
MAY 27, 2016
REVISED JUNE 21, 2016

TEAM



Developer



Block G Architect



Block H Architect



Engineer



Landscape Architect



INDEX OF SHEETS

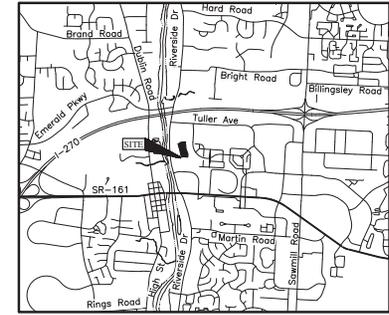
BLOCK G BASIC SITE PLAN

<u>Sheet Number</u>	<u>Sheet Name</u>	<u>Issue Date</u>	<u>Revised Date</u>
Cover Page			
Index of Sheets			
Building Variety Statement and Waiver Summary (8.5x11 attachment)			
Basic Site Plan			
BSP 1	Title Sheet	May 27, 2016	June 21, 2016
BSP 2	Existing Conditions Plan	May 27, 2016	June 21, 2016
BSP 3	Overall Site Plan	May 27, 2016	June 21, 2016
BSP 4	Site Plan	May 27, 2016	June 21, 2016
BSP 5	Grading & Utility Plan	May 27, 2016	June 21, 2016
BSP 6	Parking Plan	May 27, 2016	June 21, 2016
BSP 7	Open Area Plan	May 27, 2016	June 21, 2016
BSP 8-9	Typical Sections		June 21, 2016
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L2	Illustrative Site Plan Detail	May 27, 2016	June 21, 2016
Architectural Drawings			
Building G1			
A000-G1	Cover	May 27, 2016	June 21, 2016
A001-G1	First Floor Plan	May 27, 2016	June 21, 2016
A002-G1	Second Floor Plan	May 27, 2016	June 21, 2016
A003-G1	Third Floor Plan	May 27, 2016	June 21, 2016
A004-G1	Fourth Floor Plan	May 27, 2016	June 21, 2016
A005-G1	Fifth Floor Plan	May 27, 2016	June 21, 2016
A006-G1	Sixth Floor Plan	May 27, 2016	June 21, 2016
A007-G1	Roof Plan	May 27, 2016	June 21, 2016
A008-G1	West Elevation	May 27, 2016	June 21, 2016
A009-G1	South Elevation	May 27, 2016	June 21, 2016
A010-G1	Building Section	May 27, 2016	June 21, 2016
Buildings G2/G3			
A000-G2/G3	Cover	May 27, 2016	June 21, 2016
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A003-G2/G3	Third Floor Plan	May 27, 2016	June 21, 2016
A004-G2/G3	Fourth Floor Plan	May 27, 2016	June 21, 2016
A005-G2/G3	Fifth Floor Plan	May 27, 2016	June 21, 2016
A006-G2/G3	Roof Plan	May 27, 2016	June 21, 2016
A007-G2/G3	West Elevation	May 27, 2016	June 21, 2016
A08-G2/G3	North Elevation	May 27, 2016	June 21, 2016
A011-G2/G3	Building Section	May 27, 2016	June 21, 2016
Parking Drawings			
ST1	Level 1 Parking Layout	May 27, 2016	June 21, 2016
ST2	Level 2 Parking Layout	May 27, 2016	June 21, 2016
ST3	Level 3 & 4 Parking Layout	May 27, 2016	June 21, 2016
ST4	Level 5 Parking Layout	May 27, 2016	June 21, 2016

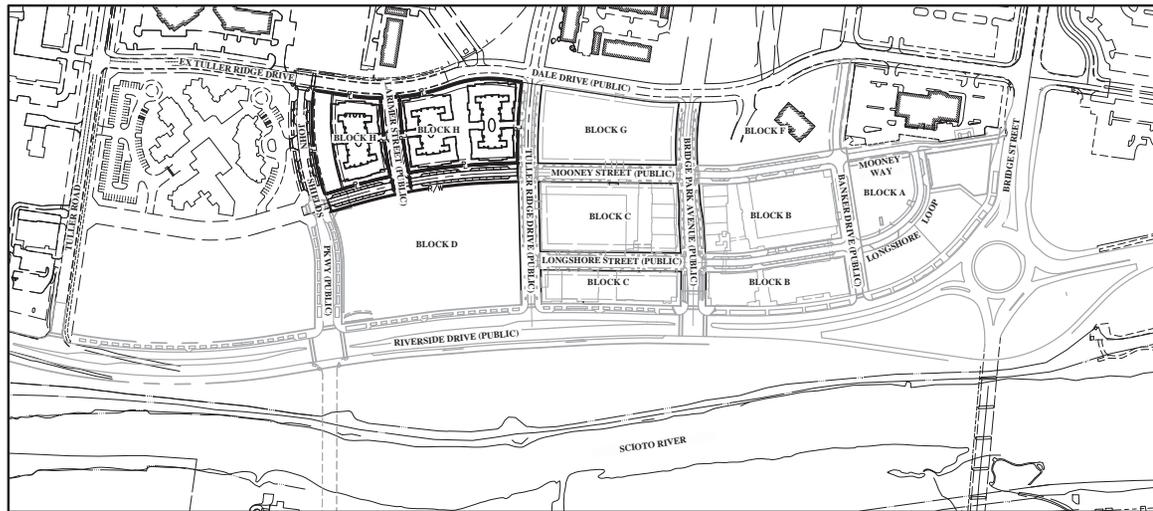
BLOCK H BASIC SITE PLAN

<u>Sheet Number</u>	<u>Sheet Name</u>	<u>Issue Date</u>	<u>Revised Date</u>
Cover Page			
Index of Sheets			
Building Variety Statement and Waiver Summary (8.5x11 attachment)			
Basic Site Plan			
BSP 1	Title Sheet	May 27, 2016	June 21, 2016
BSP 2	Existing Conditions Plan	May 27, 2016	June 21, 2016
BSP 3	Overall Site Plan	May 27, 2016	June 21, 2016
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Architectural Drawings			
Cover			
A-1	Architectural Site Plan	May 27, 2016	June 21, 2016
A-2	Building H1 Plan	May 27, 2016	June 21, 2016
A-3	Building H2 Plan	May 27, 2016	June 21, 2016
A-4	Building H3 Plan	May 27, 2016	June 21, 2016
A-5	Building Elevations	May 27, 2016	June 21, 2016
A-6	Building Elevation & Section	May 27, 2016	June 21, 2016
A-7	Building Elevations		June 21, 2016

CITY OF DUBLIN, FRANKLIN COUNTY, OHIO BASIC SITE PLAN FOR **BRIDGE PARK BLOCK H** 2016



LOCATION MAP
Not to Scale



INDEX MAP
Scale: 1" = 200'

SHEET INDEX

Title Sheet	BSP 1
Existing Conditions Plan	BSP 2
Overall Site Plan	BSP 3
Site Plan	BSP 4
Grading & Utility Plan	BSP 5
Parking Plan	BSP 6
Open Area Plan	BSP 7
Landscape Tree Survey	BSP 8
Typical Sections	BSP 9-BSP 10

SITE DATA

Zoned BSD Scioto River Neighborhood District
See Sheet BSP 7 for Open Space Calculations
See Parking Calculations provided on Sheet BSP 6
Total Site Area: 5.02 Acres

Lot 10 Area:	52.28 Acres
Lot 11 Area:	51.08 Acres
Lot 12 Area:	50.45 Acres
Public R/W Area:	51.21 Acres

Building Summary

Building	Building Type	Residential	Total
H1	Single Family Attached	34	34
H2	Single Family Attached	32	32
H3	Single Family Attached	34	34
		34	100

Front Property Line Coverage	
Lot 10 - Condominiums	80%
Lot 11 - Condominiums	97%

DEVELOPER/OWNER

Crawford Hoying
555 Metro Plaza North, Suite 600
Dublin, Ohio 43017
Tel: (614) 335-2020
Fax: (614) 850-9191
Nelson Toyler

ENGINEER

EM&T Inc.
5500 New Albany Road
Columbus, Ohio 43054
Tel: (614) 775-4500
Fax: (614) 775-4800
Briem Duckenbush
(Primary Project Contact)

ARCHITECT

DHB Architects
52 East Lynn Street, Third Floor
Columbus, Ohio 43215
Tel: (614) 717-3001
David A. Keyser

ZONING

Zoned BSD Scioto River
Neighborhood District

LANDSCAPE ARCHITECT

MOCK
462 South Ludlow Alley
Columbus, Ohio 43215
Tel: (614) 621-2798
Fax: (614) 621-3604
John Woods

PROJECT DESCRIPTION

This project is a proposal for development on approximately 5.02 acres, for a condominium development located on the east side of Mooney Street, south of John Shields Parkway, west of Dale Drive, and north of Tuller Ridge Drive.

REVISED DATE DESCRIPTION



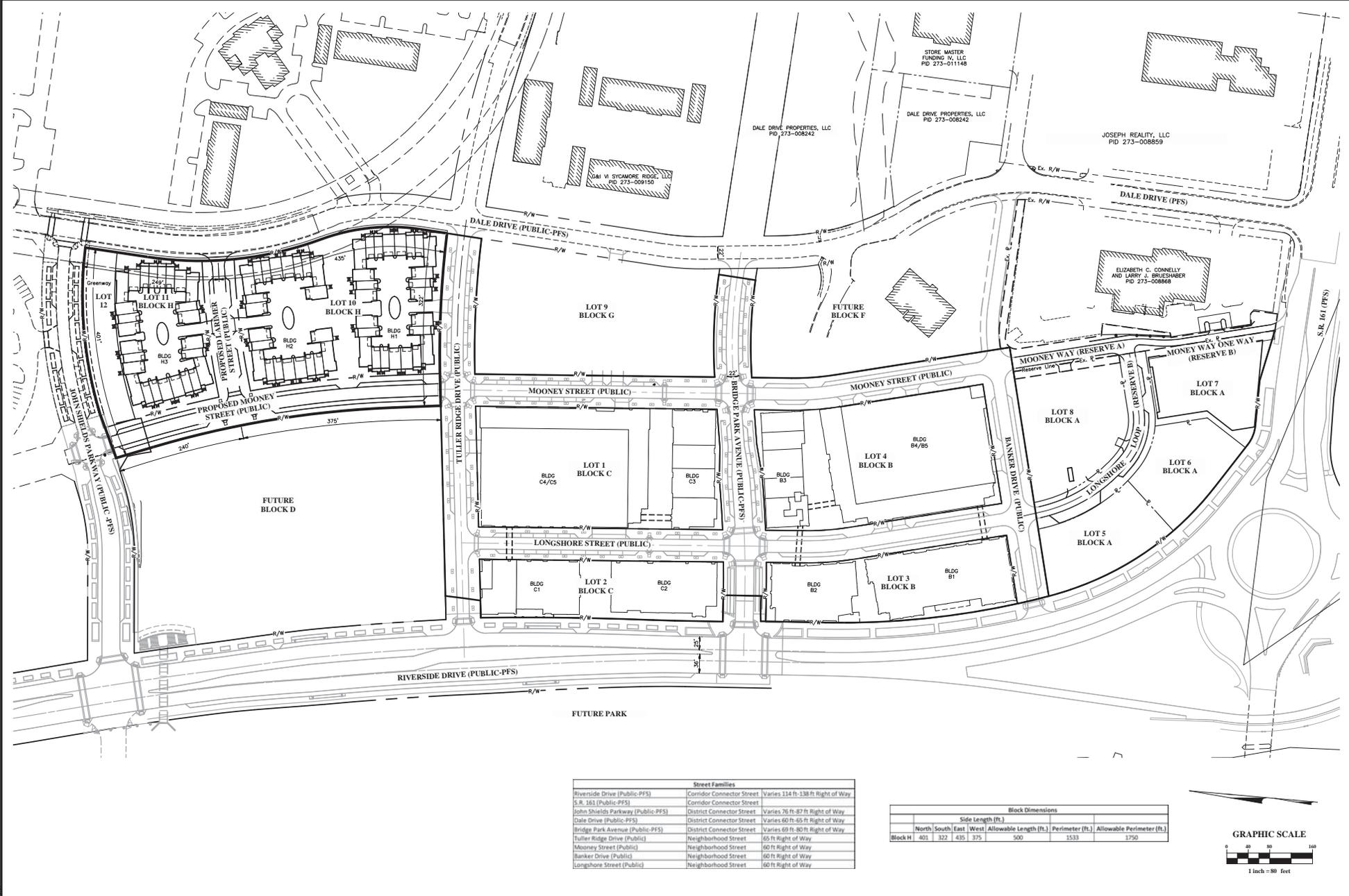
CITY OF DUBLIN, FRANKLIN COUNTY, OHIO
BASIC SITE PLAN
BRIDGE PARK BLOCK H
TITLE SHEET



DATE: June 21, 2016
SCALE: As Noted
JOB NO.: 2013-1481
SHEET: BSP 1

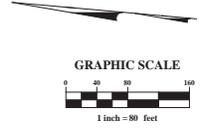
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2013-1481_UWP_Mapsheets/Basic_Site_Plan/Block_H/BSP_H_3_Overall_Site_Plan.dwg, Last Saved By: Wilson, Sumner, 6/21/2016 11:21 AM. (b)



Street Families		
Riverside Drive (Public-PFS)	Corridor Connector Street	Varies 114 ft-136 ft Right of Way
S.R. 163 (Public-PFS)	Corridor Connector Street	
John Shields Parkway (Public-PFS)	District Connector Street	Varies 76 ft-87 ft Right of Way
Dale Drive (Public-PFS)	District Connector Street	Varies 60 ft-65 ft Right of Way
Bridge Park Avenue (Public-PFS)	District Connector Street	Varies 69 ft-80 ft Right of Way
Tuller Ridge Drive (Public)	Neighborhood Street	65 ft Right of Way
Mooney Street (Public)	Neighborhood Street	60 ft Right of Way
Banker Drive (Public)	Neighborhood Street	60 ft Right of Way
Longshore Street (Public)	Neighborhood Street	160 ft Right of Way

Block W	Side Length (ft.)				Perimeter (ft.)	Allowable Perimeter (ft.)
	North	South	East	West		
401	322	435	375	500	1533	1750



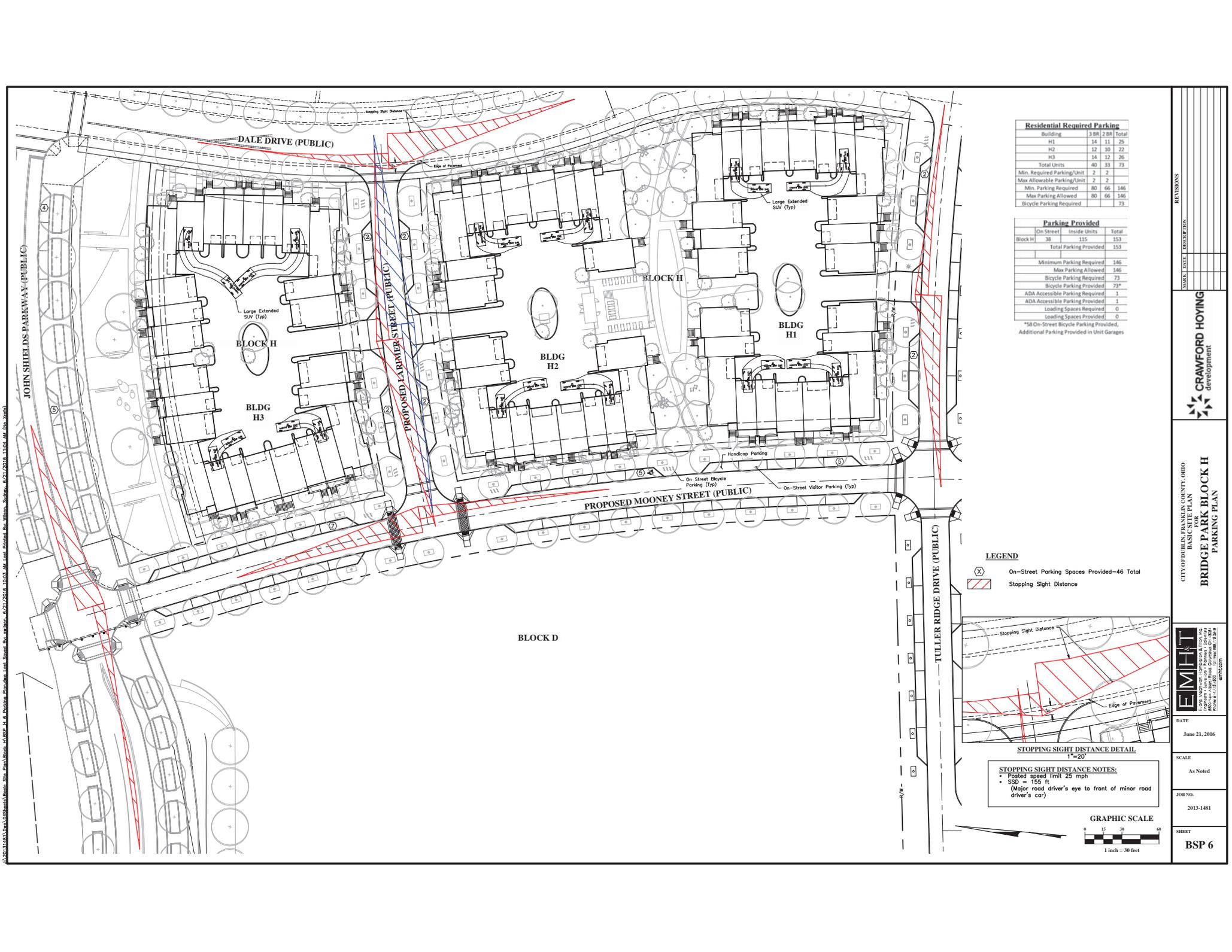
DATE	DESCRIPTION



CITY OF DEBRIEN, FRANKLIN COUNTY, OHIO
 BASIC SITE PLAN
BRIDGE PARK BLOCK H
 OVERALL SITE PLAN



DATE: June 21, 2016
 SCALE: 1" = 80'
 JOB NO.: 2013-1481
 SHEET: BSP 3



Residential Required Parking		
Building	3 On 2 Off	Total
H1	14	11
H2	12	10
H3	14	12
Total Units	40	33
Min. Required Parking/Units	2	2
Max Allowable Parking/Units	7	7
Min. Parking Required	80	66
Max Parking Allowed	80	66
Bicycle Parking Required		73

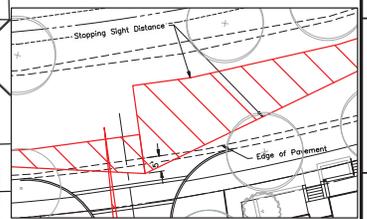
Parking Provided		
On Street	Inside Units	Total
Block H	38	115
Total Parking Provided		153
Minimum Parking Required		146
Max Parking Allowed		146
Bicycle Parking Required		73
Bicycle Parking Provided		73*
ADA Accessible Parking Required		1
ADA Accessible Parking Provided		1
Loading Spaces Required		0
Loading Spaces Provided		0

*58 On-Street Bicycle Parking Provided.
Additional Parking Provided in Unit Garages

LEGEND

(X) On-Street Parking Spaces Provided-46 Total

[Red Hatched Area] Stopping Sight Distance



STOPPING SIGHT DISTANCE NOTES:

- Posted speed limit 25 mph
- SSD = 155 ft
- (Major road driver's eye to front of minor road driver's car)



REVISONS

NO.	DATE	DESCRIPTION

CRAWFORD HOVING
development

CITY OF DUBLIN, FRANKLIN COUNTY, OHIO
BASIC SITE PLAN
BRIDGE PARK BLOCK H
PARKING PLAN

EMHT
10000 Independence Pike, Suite 100, Dublin, OH 43017
614.885.1100
www.emht.com

DATE: June 21, 2016

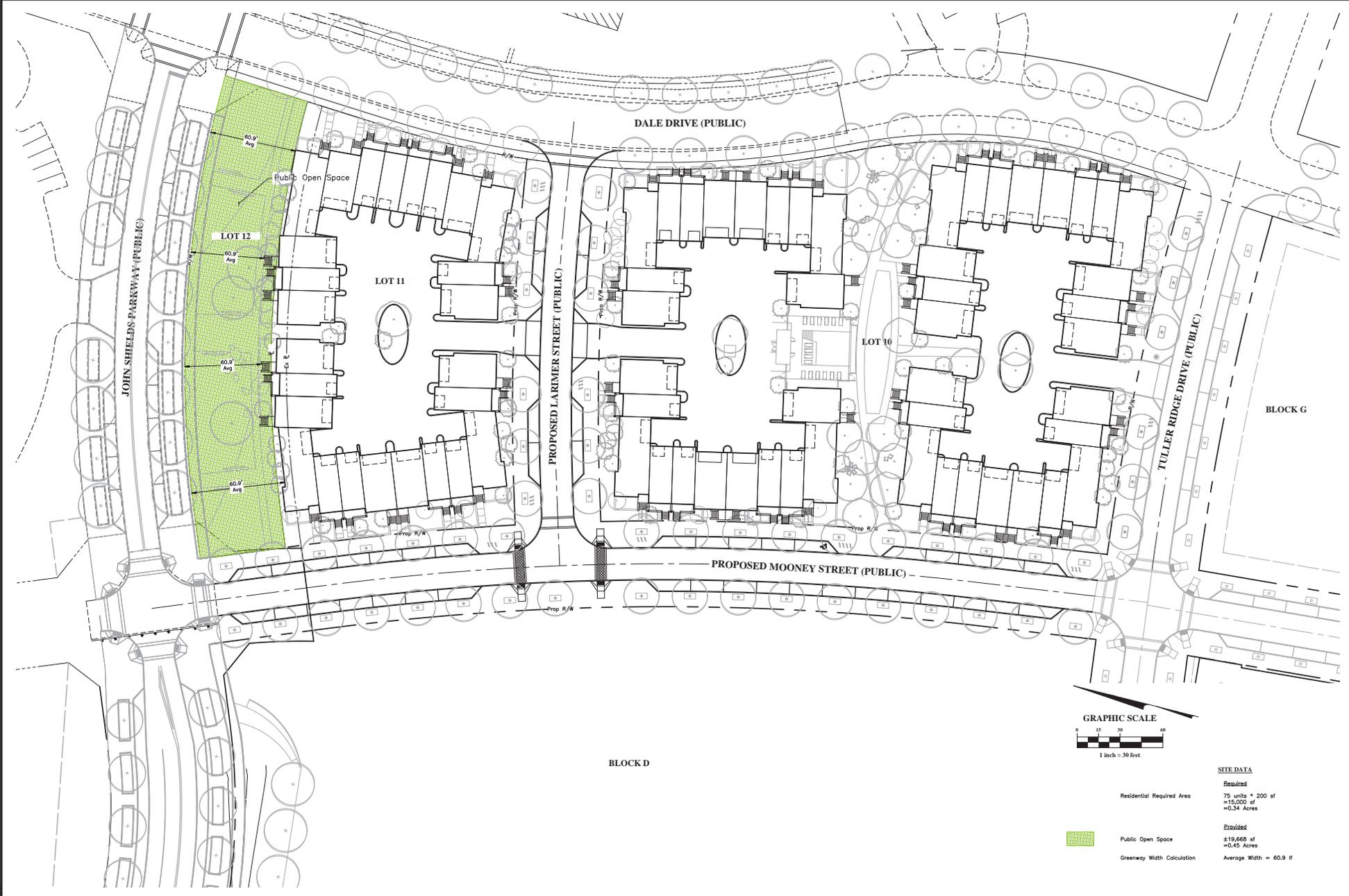
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JOB NO.: 2013-1481

SHEET: **BSP 6**

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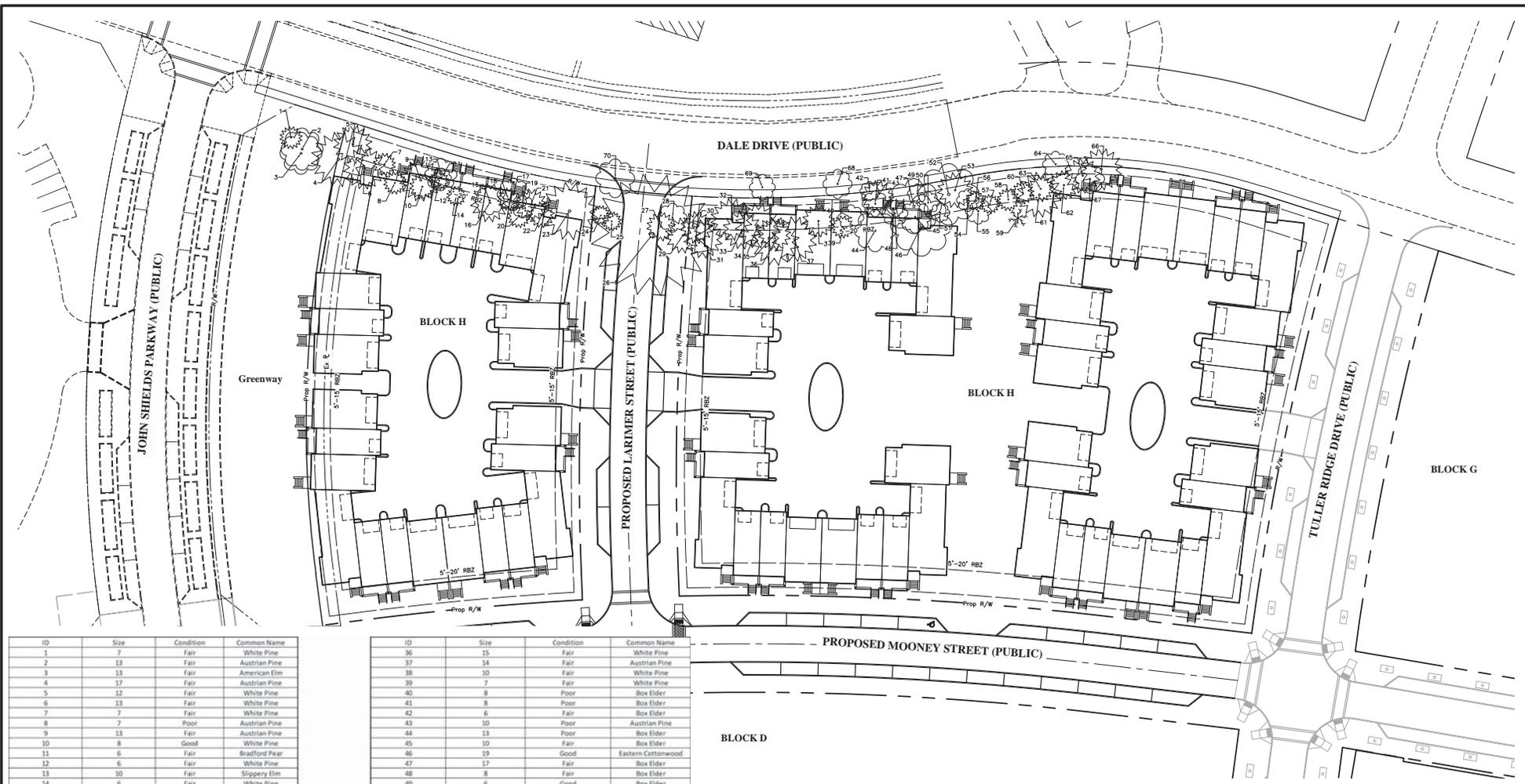
C:\2013\1481\Draw\1481.dwg\1481sheet\Basic_Site_Plan\Book_H\BSP_117_Open_Area_Plan.dwg, Last Saved By: wilton, 6/21/2016 11:11 AM, Last Printed By: wilton, 6/21/2016 11:13 AM, 0%



SITE DATA	
Required	75 units * 200 sf = 15,000 sf = 0.34 Acres
Provided	±19,968 sf = 0.45 Acres
Greenway Width Calculation	Average Width = 60.9 ft

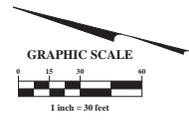
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CITY OF DUBLIN, FRANKLIN COUNTY, OHIO BASIC SITE PLAN BRIDGE PARK BLOCK H OPEN AREA PLAN
DATE: June 21, 2016
SCALE: 1" = 30'
JOB NO.: 2013-1481
SHEET: BSP 7

C:\Users\j\OneDrive\Documents\BSP_8_Landscape_Tree_Survey.dwg, Last Saved By: j\wheeler, 6/21/2016 11:12 AM, Last Printed By: wheeler, 6/21/2016 11:13 AM

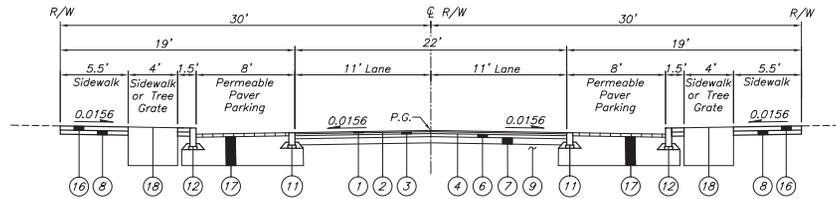


ID	Size	Condition	Common Name
1	7	Fair	White Pine
2	13	Fair	Austrian Pine
3	13	Fair	American Elm
4	17	Fair	Austrian Pine
5	12	Fair	White Pine
6	13	Fair	White Pine
7	7	Fair	White Pine
8	7	Poor	Austrian Pine
9	13	Fair	Austrian Pine
10	8	Good	White Pine
11	6	Fair	Bradford Pear
12	6	Fair	White Pine
13	10	Fair	Slippery Elm
14	6	Fair	White Pine
15	9	Fair	Box Elder
16	12	Fair	Austrian Pine
17	10	Poor	Slippery Elm
18	7	Fair	White Pine
19	7	Fair	American Elm
20	7	Fair	White Pine
21	10	Good	White Pine
22	8	Fair	White Pine
23	18	Fair	Austrian Pine
24	6	Good	White Pine
25	6	Fair	White Pine
26	38	Poor	Austrian Pine
27	9	Fair	White Pine
28	9	Good	Box Elder
29	11	Good	White Pine
30	10	Fair	White Pine
31	12	Fair	White Pine
32	13	Fair	Austrian Pine
33	12	Good	White Pine
34	14	Fair	White Pine
35	10	Fair	White Pine

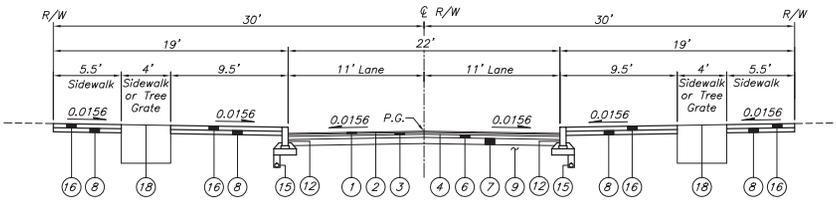
ID	Size	Condition	Common Name
36	15	Fair	White Pine
37	14	Fair	Austrian Pine
38	10	Fair	White Pine
39	7	Fair	White Pine
40	8	Poor	Box Elder
41	8	Poor	Box Elder
42	6	Fair	Box Elder
43	10	Poor	Austrian Pine
44	13	Poor	Box Elder
45	10	Fair	Box Elder
46	19	Good	Eastern Cottonwood
47	17	Fair	Box Elder
48	8	Fair	Box Elder
49	6	Good	Box Elder
50	7	Good	Hackberry
51	6	Good	Box Elder
52	19	Fair	Box Elder
53	11	Poor	Austrian Pine
54	7	Fair	Box Elder
55	8	Fair	Box Elder
56	6	Poor	White Pine
57	6	Poor	White Pine
58	7	Fair	White Pine
59	6	Dead	American Elm
60	7	Fair	White Pine
61	14	Fair	Austrian Pine
62	9	Good	White Pine
63	8	Fair	White Pine
64	8	Good	Eastern Cottonwood
65	11	Good	White Pine
66	13	Fair	White Pine
67	9	Good	Box Elder
68	9	Good	Sycamore
69	8	Good	Sycamore
70	12	Good	Sycamore



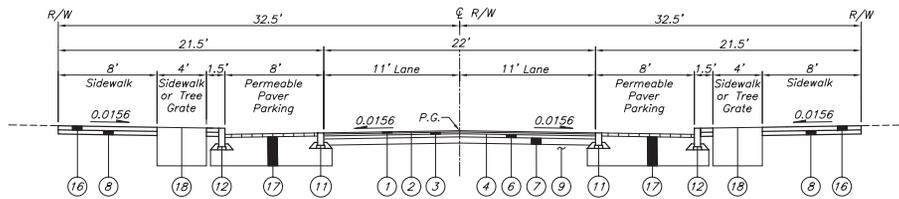
REVISIONS <table border="1" style="width: 100%; height: 40px;"> <tr><td> </td><td> </td></tr> </table>			CITY OF DUBLIN, FRANKLIN COUNTY, OHIO BASIC SITE PLAN BRIDGE PARK BLOCK H LANDSCAPE TREE SURVEY
DATE: June 21, 2016			
SCALE: 1" = 30'			
JOB NO.: 2013-1481			
SHEET: BSP 8			



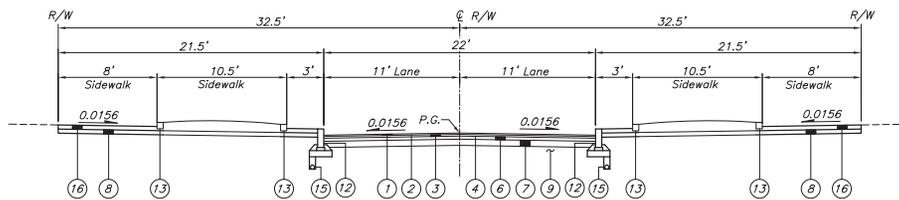
Mooney Street and Larimer Street with parking (60' R/W)
Not to Scale



Mooney Street and Larimer Street without parking (60' R/W)
Not to Scale



Tuller Ridge Drive with parking (65' R/W) (For Reference Only)
Not to Scale



Tuller Ridge Drive without parking (65' R/W) (For Reference Only)
Not to Scale

LEGEND

- ① Item 448 - 1.25" Asphalt Concrete Surface Course (Medium Traffic), PG64-22
- ② Item 407 - NTSS-1HM Trackless Tack Coat for Intermediate Course (0.06 Gal/Sq. Yd.)
- ③ Item 448 - 1.75" Asphalt Concrete Intermediate Course (Medium Traffic), PG64-22
- ④ Item 407 - NTSS-1HM Trackless Tack Coat (0.08 Gal/Sq. Yd.)
- ⑤ Item 301 - 9" Asphalt Concrete Base, PG64-22
- ⑥ Item 301 - 6" Asphalt Concrete Base, PG64-22
- ⑦ Item 304 - 6" Aggregate Base
- ⑧ Item 304 - 4" Aggregate Base
- ⑨ Item 204 - Subgrade Compaction and Proof Rolling
- ⑩ Item SPEC - Brick Paver Walk
- ⑪ Item 609 - Concrete Band (12" x 6")
- ⑫ Item 609 - Granite Curbs (18" x 6")
- ⑬ Item SPEC - Granite Planter Curb
- ⑭ Item 609 - Straight 18" Curb
- ⑮ Item 605 - 4" Pipe Underdrain
- ⑯ Item 608 - 4" Concrete Walk
- ⑰ Item 608 - 4" Architectural Concrete Pavement Walk
- ⑱ Item SPEC - Permeable Paver Roadway
- ⑲ Item SPEC - Tree Grate
- ⑳ Item 659 - Topsoil (T=6")
- ㉑ Item 659 - Seeding & Mulching, As Per Plan
- ㉒ Permeable Clay Pavers (T=2 5/8") (Included for Payment with Permeable Paver Roadway)
- ㉓ No. 8 Stone (T=1 1/2") (Included for Payment with Permeable Paver Roadway)
- ㉔ Item SPEC - Aggregate Base (No. 57 Stone) (8" Constructed Thickness, Compacted/Vibrated)
- ㉕ Item SPEC - Aggregate Base (No. 2 Stone) (T=12" Min.)
- ㉖ Item SPEC - Geogrid (Place Under No. 2 Stone and above Geotextile Fabric on bottom only)
- ㉗ Item 204 - Geotextile Fabric, Type D

PHASING NOTE:

All streetscape finishes adjacent to Block H will be constructed to coincide with the completion of the Buildings H1, H2, and H3 and will be coordinated with the Block C Street Corridor.

REVISIONS

TABLE DATE DESCRIPTION

CRAWFORD HOVING
development

CITY OF DUBLIN, FRANKLIN COUNTY, OHIO
BASIC SITE PLAN
BRIDGE PARK BLOCK H
TYPICAL SECTIONS

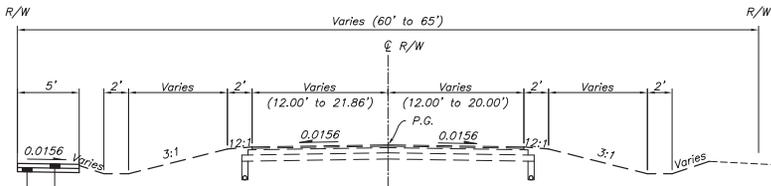
EMHT
Engineering, Mapping, & Technology
10000 Independence Avenue, Suite 100
Dublin, Ohio 43017
614.762.1234
www.emht.com

DATE
June 21, 2016

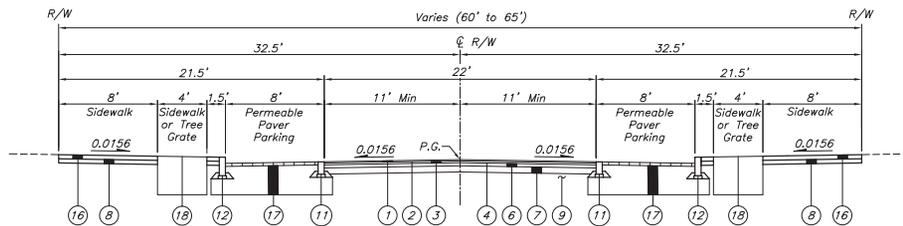
SCALE
None

JOB NO.
2013-1481

SHEET
BSP 9



TEMPORARY DALE-TULLER CONNECTOR ROAD (PUBLIC STREET) - EXISTING CONDITION



**DALE-TULLER CONNECTOR ROAD (PUBLIC STREET)-
FUTURE CONDITION BY CITY AS SEPARATE PROJECT (FOR REFERENCE ONLY)**

Not to Scale

LEGEND

- 1 Item 448 - 1.25" Asphalt Concrete Surface Course (Medium Traffic), PG64-22
- 2 Item 407 - NTSS-1HM Trackless Tack Coat for Intermediate Course (0.06 Gal/Sq. Yd.)
- 3 Item 448 - 1.75" Asphalt Concrete Intermediate Course (Medium Traffic), PG64-22
- 4 Item 407 - NTSS-1HM Trackless Tack Coat (0.08 Gal./Sq. Yd.)
- 5 Item 301 - 9" Asphalt Concrete Base, PG64-22
- 6 Item 301 - 6" Asphalt Concrete Base, PG64-22
- 7 Item 304 - 6" Aggregate Base
- 8 Item 304 - 4" Aggregate Base
- 9 Item 204 - Subgrade Compaction and Proof Rolling
- 10 Item SPEC - Brick Paver Walk
- 11 Item 609 - Concrete Band (12" x 6")
- 12 Item 609 - Granite Curb (18" x 6")
- 13 Item SPEC - Granite Planter Curb
- 14 Item 609 - Straight 18" Curb
- 15 Item 605 - 4" Pipe Underdrain
- 16 Item 608 - 4" Concrete Walk
- 16a Item 608 - 4" Architectural Concrete Pavement Walk
- 17 Item SPEC - Permeable Paver Roadway
- 18 Item SPEC - Tree Grate
- 19 Item 659 - Topsoil (T=6")
- 20 Item 659 - Seeding & Mulching, As Per Plan
- 21 Permeable Clay Pavers (T=2 5/8") (Included for Payment with Permeable Paver Roadway)
- 22 No. 8 Stone (T=1 1/2") (Included for Payment with Permeable Paver Roadway)
- 23 Item SPEC - Aggregate Base (No. 57 Stone) (8" Constructed Thickness, Compacted/Vibrated)
- 24 Item SPEC - Aggregate Base (No. 2 Stone) (T=12" Min.)
- 25 Item SPEC - Geogrid (Place Under No. 2 Stone and above Geotextile Fabric on bottom only)
- 26 Item 204 - Geotextile Fabric, Type D

REVISIONS

TABLE DATE DESCRIPTION

CRAWFORD HOVING
development

CITY OF DUBLIN, FRANKLIN COUNTY, OHIO
BASIS SITE PLAN
BRIDGE PARK BLOCK H
TYPICAL SECTIONS

EMT
Engineering & Management
10000 Woodloch Forest Dr., Suite 100
Dublin, OH 43017
614.770.1234
emtw.com

DATE
June 21, 2016

SCALE
None

JOB NO.
2013-1481

SHEET
BSP 10



MATERIALS LEGEND

- A Brick Veneer Wall
- B Concrete Paving
- C Pervious Paver Auto Court
- D Ornamental Understory Plantings
- E Shade Tree
- F Ornamental Tree
- G Pool
- H Private Gardens
- I John Shields Greenway



MATERIALS LEGEND

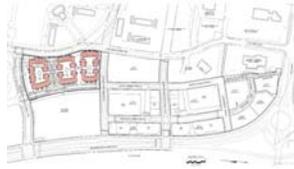
- A** Brick Veneer Wall
- B** Perforated Brick Wall
- C** Architectural Concrete Paving
- D** Pervious Paver Auto Court
- E** Specialty Paving
- F** Turf and Shade Trees with Casual Seating
- G** Ornamental Understory Plantings
- H** Shade Tree
- I** Ornamental Tree
- J** Pool, Restrooms and Mechanical
- K** Private Gardens

H-BLOCK CONDOMINIUMS



BRIDGE PARK - DUBLIN, OHIO

21 June 16



KEY PLAN



Building H3-East	H3-1	H3-2	H3-3	Total
	6	6	2	14
Building H3-West	H3-4	H3-5	H3-6	Total
	5	4	2	11
Building H2-East	H2-1	H2-2	H2-3	Total
	5	4	2	11
Building H2-West	H2-4	H2-5	H2-6	Total
	5	4	2	11
Building H1-East	H1-1	H1-2	H1-3	Total
	6	5	2	13
Building H1-West	H1-4	H1-5	H1-6	Total
	6	5	2	13
Total	33	28	10	71

0 8 30ft

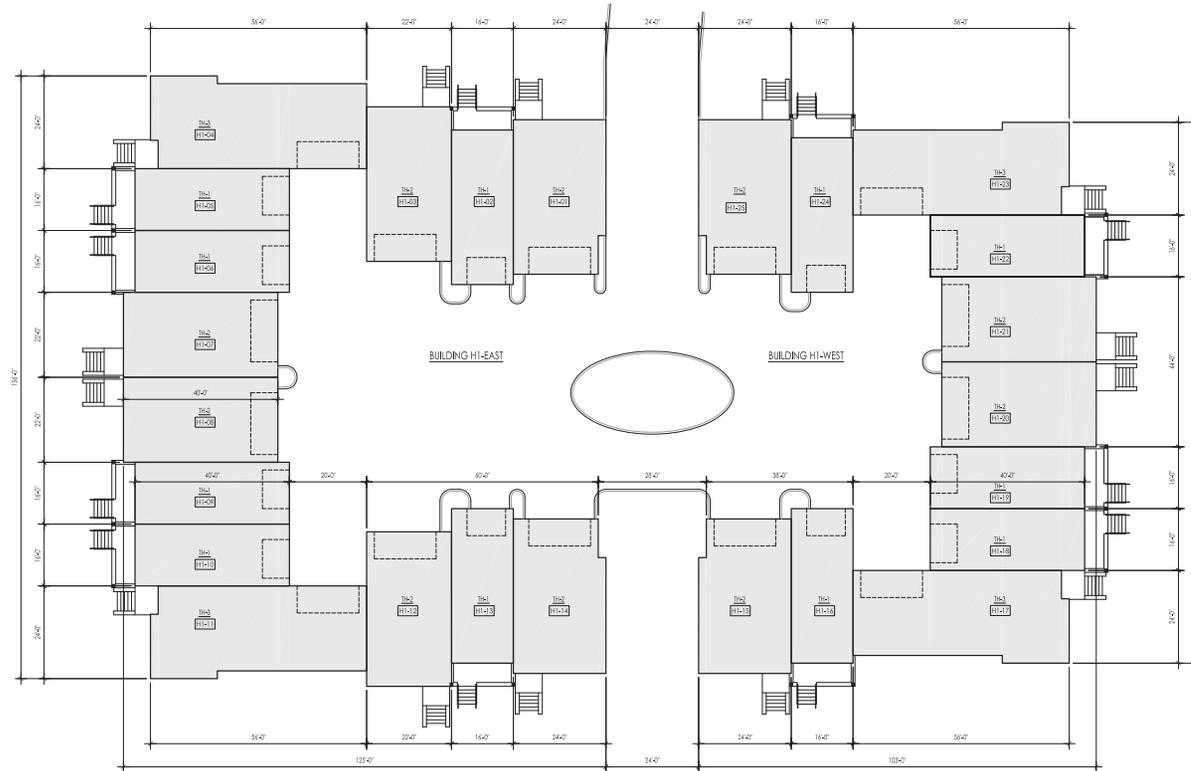
ARCHITECTURAL SITE PLAN



21 June 16



KEY PLAN



Building H1-East	TH1-101	TH1-102	TH1-103	Total
	6	6	2	14

Building H1-West	TH1-104	TH1-105	TH1-106	Total
	5	4	2	11

0 8 16 ft

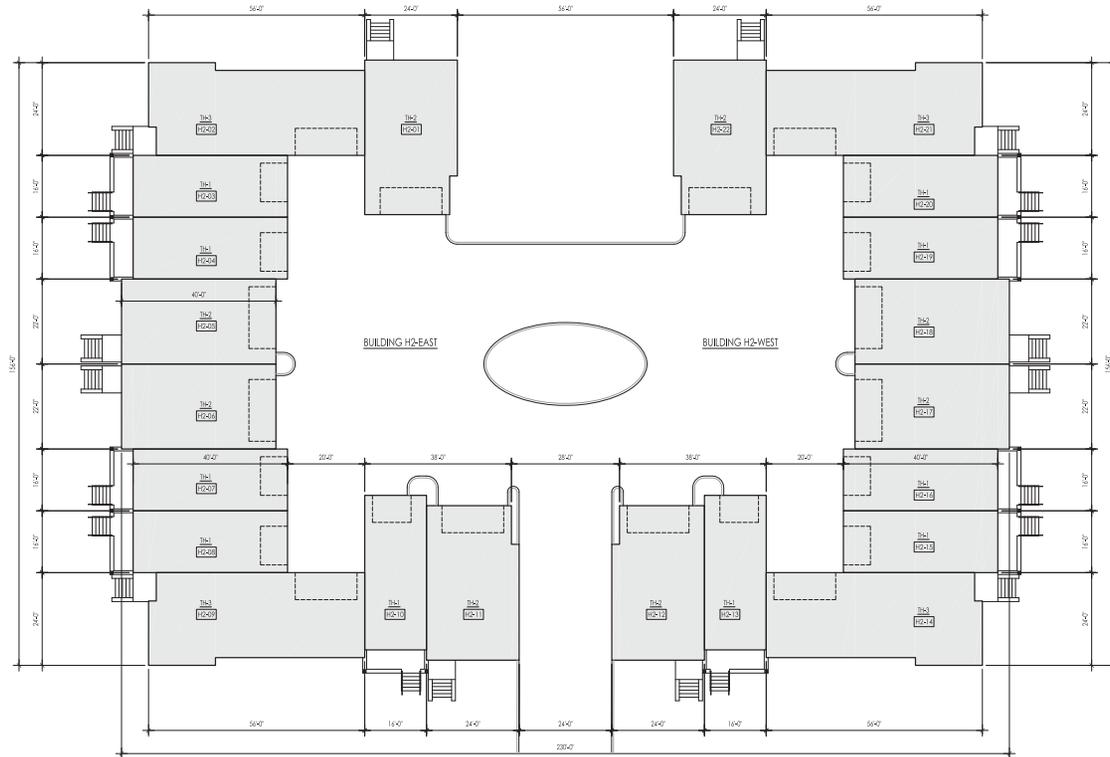
BUILDING H1 PLAN



21 June 16



KEY PLAN



BUILDING H2 PLAN

Building H2-East	TH1	TH2	TH3	Total
Building H2-West	TH1	TH2	TH3	Total



21 June 16





KEY PLAN



BUILDING H3 PLAN

0 8 16 ft

Building H3-East	7b1	7b2	7b3	Total
	6	5	2	13

Building H3-West	7b1	7b2	7b3	Total
	6	5	2	13



21 June 16



0 8 16 ft

21 June 16



P R O P O S E D M O O N E Y S T R E E T E L E V A T I O N



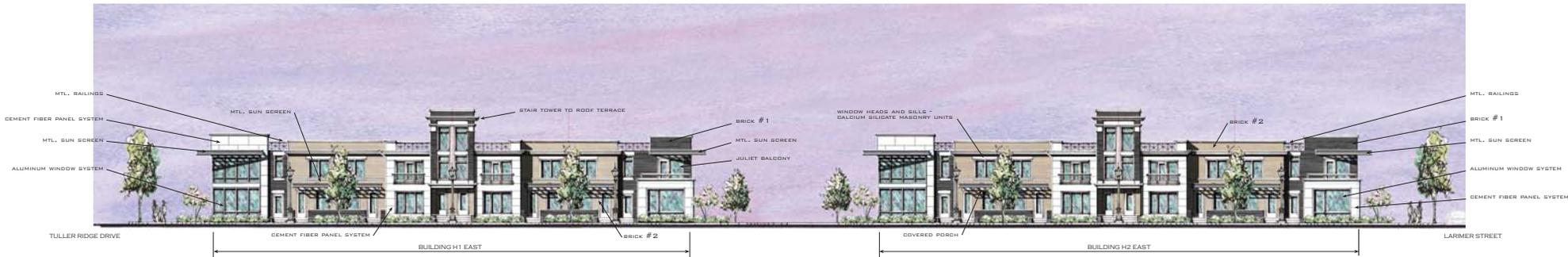
B U I L D I N G H 1 S I T E S E C T I O N

0 8 16 ft

21 June 16



PROPOSED DALE DRIVE ELEVATION



PROPOSED DALE DRIVE ELEVATION

0 8 16 ft

21 June 16

Building Variety Statement

RE: Bridge Park - H Block Condominiums

Bridge Park H Block Condominiums are bound by Dale Drive and Mooney Street to the East and West and John Shields Parkway and Tuller Ridge Drive to the North and South with a mid-block division in Larimer Street running East / West. The project consists of 6 buildings of a Single-Family Attached use. The buildings are paired and configured in a crescent shape, in order to create a public facing facade for the Street Frontage and a private Motor Court for garage access. Each pair of buildings are split in the North/South direction to provide private access drives to the Motor Courts. Buildings H1 and H2 are separated by a private open “green space” that provides pedestrian access to the units fronting that green. Building H3 fronts the public Greenway along John Shields Parkway to the North.

The project is designed to meet the Vision Principals of the Bridge Street District Zoning Code and the principals of Walkable and New Urbanism. Each of the buildings are configured to meet the requirements for Street Frontage, Front Property Line Coverage, Occupation of Corner, and RBZ Treatment with Landscape walls, Porches, and Stoops falling with-in the RBZ zone.

Facade Diversity is addressed in several ways. Each of the buildings has a unique character which is expressed through a variety of material finishes and details. Permitted Primary Materials will consist of two colors of brick veneer used in a way to break down the massing of the facades into a pedestrian scale. Transitions of Primary Materials will be consistent with the code and will be accompanied by a string course and/or accent coursing for horizontal facade divisions or at inside corners for vertical facade divisions. Secondary Materials will be used to create building variety diversity. Building Variety will also be achieved by: (1) The proportion of recesses and projections. (2) A change in the location of the entrance and window placements. (3) Changes to the roof design, including material and parapet heights. (4) Pronounced changes in building height.

The Design Intent of this project is to provide an interesting walkable setting for an Urban lifestyle that places value on the human scale and diversity of experience.