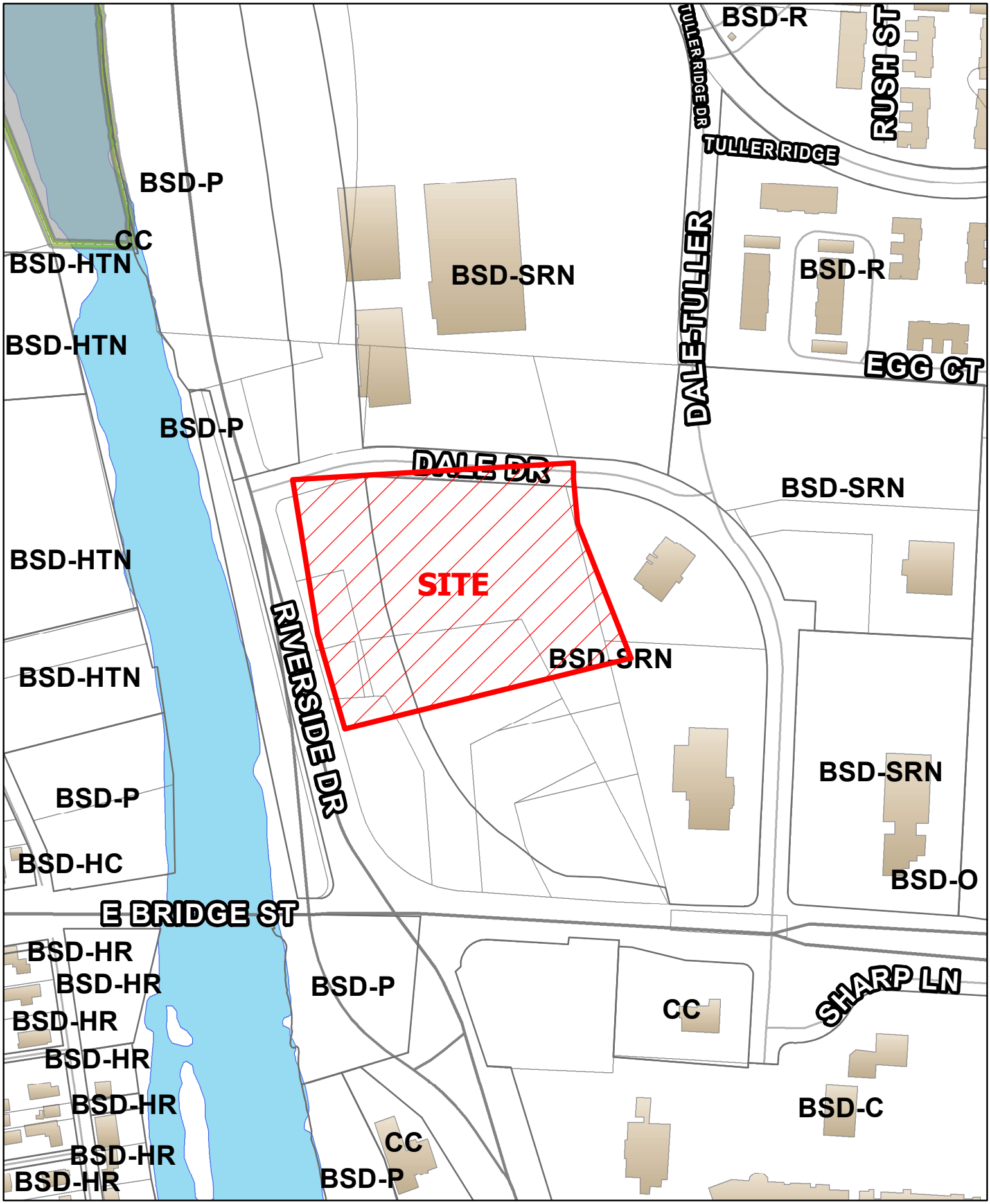

City of Dublin

16-060MPR B5
Minor Project Review
Building BB5 Exterior Modifications
6561 Mooney Street

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ADMINISTRATIVE REVIEW TEAM

RECORD OF DETERMINATION

SEPTEMBER 8, 2016

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

1. BSD SRN – Bridge Park, B5 Parking Structure **6561 Mooney Street**
16-060MPR **Minor Project Review**

Proposal:	Exterior modifications to a previously approved parking structure to revise architectural elements and building materials for building B4/B5 in the Bridge Park Development, northwest of the intersection of (future) Banker Drive and (Future) Mooney Street.
Request:	Review and approval of a Minor Project Review under the provisions of Zoning Code §153.066.
Applicant:	Nelson Yoder, Crawford Hoying Development Partners.
Planning Contact:	Lori Burchett, AICP, Planner II; (614) 410-4656, lburchett@dublin.oh.us

REQUEST: Approval of this request for a Minor Project Review with no conditions.

Determination: This application was approved. This approval shall be valid for a period of two years from the date of approval in accordance with Zoning Code §153.066(N)(6)(b).

STAFF CERTIFICATION

_____
Vincent A. Papsidero, FAICP
Planning Director

DRAFT

ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

SEPTEMBER 8, 2016

ART Members and Designees: Jenny Rauch, Planning Manager; Donna Goss, Director of Development; Jeff Tyler, Building Standards Director; Aaron Stanford, Sr. Civil Engineer; Mike Altomare, Fire Marshall; Matt Earman, Director of Parks and Recreation; and Shawn Krawetzki, Landscape Architect.

Other Staff: Logan Stang, Planner I; Claudia Husak, Senior Planner; Lori Burchett, Planner II; JM Rayburn, Planner I; and Laurie Wright, Administrative Support II.

Applicants: None were present.

Jenny Rauch called the meeting to order at 2:03 pm. She asked if there were any amendments to the September 1, 2016, meeting minutes. The minutes were accepted into the record as presented.

DETERMINATIONS

1. BSD SRN – Bridge Park, B5 Parking Structure **6561 Mooney Street**
16-060MPR **Minor Project Review**

Lori Burchett said this is a request for exterior modifications to a previously approved parking structure to revise architectural elements and building materials for building B4/B5 in the Bridge Park Development, northwest of the intersection of (future) Banker Drive and (Future) Mooney Street. She said this is a request for a review and recommendation of approval to the Planning and Zoning Commission for a Minor Project Review under the provisions of Zoning Code §153.066.

Ms. Burchett said the proposal addresses two facades the south and the east that remain clad in brick but additional masonry detail has been added. She said the brick piers now include a light-colored vertical brick accent and are capped off with a fiber cement and alum coping. She noted the spandrels between these piers are exposed architectural concrete with frameless perforated aluminum panels in a staggered vertical pattern covering the majority of the spandrel. She explained the request to decrease the size of the vegetative screen was to meet the open air requirement since more panels were added that are now flush to the building negatively contributing to the transparency calculation as the mesh panels are not set off the building like they were originally. She reported the ART had asked for more panels so it looked more cohesive.

Jeff Tyler explained when the open air requirement is achieved then a ventilation system does not need to be installed.

Ms. Burchett said the ART also requested renderings showing the lighting, especially the effects at night, which the applicants should have prepared in time for the PZC review. She said the renderings showing either more randomness or more symmetry were not yet available.

Jeff Tyler asked if the applicants addressed the color of the crash walls to compliment or match the screen. Ms. Burchett said the concrete walls should have a similar color.

Ms. Burchett said approval is recommended to the Planning and Zoning Commission with four conditions:

1) That the applicant provide a concrete color to match the color of brick #1;

DRAFT

2) That the applicant provide a rendering adhering to either more randomness or more symmetry of the panels;
3) That the applicant provide renderings showing the lighting effects that highlight the playfulness of the design; and
4) That the applicant remove the signs in all the materials being presented as they are not an accurate representation of the Master Sign Plan.

Shawn Krawetzki indicated that internal lighting could blot out any lighting effects.

Colleen Gilger said the current renderings did not show the shadowing effects and undulations that were shown in the original design and lighting might really change the flat appearance.

Jennifer Rauch asked if there were any further questions or concerns regarding this application. [There were none.] She confirmed the ART's recommendation of approval to the PZC with four conditions.

2. Verizon Wireless Co-Location - PUD **5080 Tuttle Crossing Boulevard**
16-066ARTW **Administrative Review - Wireless**

Logan Stang said this is a request to replace existing antennas and a distribution box with 6 quintal panel antennas and 3 ray caps on the roof of an existing office building at the northeast corner of the intersection of Tuttle Crossing Boulevard and Bradenton Avenue. He said this is a request for a review and approval for a Wireless Communication Facility under the provisions of Chapter 99 of the Dublin Codified Ordinances.

Mr. Stang presented an aerial view of the site and explained the proposal met the size, height, and location requirements. He confirmed the applicant is using the existing ground equipment and there would be no modifications to the shelter.

Mr. Stang said approval is recommended for a Wireless Communication Facility with two conditions:

1) That the antenna panels are painted to match the existing screen wall; and
2) That any associated cables are trimmed to fit closely to the panels.

Jennifer Rauch asked if there were any questions or concerns regarding this application. [There were none.] She confirmed the ART's approval of a Wireless Communication Facility.

ADJOURNMENT

Jennifer Rauch asked if there were any additional administrative issues or other items for discussion. [There were none.] She adjourned the meeting at 2:21 pm.

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ADMINISTRATIVE REVIEW TEAM

MEETING MINUTES

AUGUST 4, 2016

ART Members and Designees: Vince Papsidero, Planning Director; Jeff Tyler, Building Standards Director; Colleen Gilger, Director of Economic Development; Matt Earman, Director of Parks and Recreation; Aaron Stanford, Sr. Civil Engineer; Mike Altomare, Fire Marshall; and Shawn Krawetzki, Landscape Architect.

Other Staff: Logan Stang, Planner I; Claudia Husak, Senior Planner; Lori Burchett, Planner II; Tammy Noble, Senior Planner; JM Rayburn, Planner I; Nichole Martin, Planner I; Cameron Roberts, Planning Assistant; and Laurie Wright, Administrative Support II.

Applicants: Kevin McCauley, Stavroff Land and Development, Inc. (Case 1); and Brett Kaufman and Brian Suiter, Kaufman Development (Case 2).

Vince Papsidero called the meeting to order at 2:00 pm. He asked if there were any amendments to the July 28, 2016, meeting minutes. The minutes were accepted into the record as presented.

DETERMINATION

1. BSD HC – Goodwill **6525 Sawmill Road**
16-041MSP-MPR **Master Sign Plan*/Minor Project Review**

Nichole Martin said this is a request for the installation of a comprehensive sign package, modifications to an existing building, and associated site improvements for an existing tenant space located within a retail center at the intersection of Banker Drive and Dublin Center Drive. She said this is a request for a review and approval of a Minor Project Review under the provisions of Zoning Code §154.066 and review and recommendation of approval to the Planning and Zoning Commission for a Master Sign Plan under the provisions of Zoning Code §153.066.

Ms. Martin stated that there have been no modifications to the plans since last reviewed by the ART.

Ms. Martin said approval is recommended to the Planning and Zoning Commission for the Master Sign Plan with two conditions:

1) That the provision permitting a second wall sign for future tenants be eliminated; and

2) That the secondary image/logo provisions meet the Standard Sign Code §153.158(C)(2).

Ms. Martin said the logic for the elimination in condition one is to permit cohesion over time as well as other signs in the area.

Kevin McCauley, Stavroff Land and Development, Inc. said given the history of signs approved for the building on two or three occasions, various second signs were approved but they were all for the west elevation. He said one tenant already has a second sign so as a minimum, he would like to see the other tenants have the same opportunity for their rear elevations.

Jeff Tyler asked which reviewing bodies approved the second signs. Ms. Martin answered most of the approvals were provided by the Board of Zoning Appeals but noted that the Board of Zoning Appeals disapproved the Big Lots sign in 2001.

Vince Papsidero asked if the signs in the front were approved via variances. Ms. Martin answered there were just variances for height requested and approved. Mr. McCauley added the variances to height were given so the signs could be centered in the sign bands that were part of the building's design.

Mr. Papsidero said the ART appears to support the general concept of a second sign on the rear of the building.

Mr. McCauley said Toys R Us has an existing rear sign and Goodwill will probably be interested in a rear sign as well. He indicated Party City could also come back and request the rear sign.

Shawn Krawetzki asked if this recommendation for approval will set a precedent for other businesses along Sawmill Road. Mr. Tyler indicated he was hesitant to support this because with this in combination with other past approvals by variances this could codify it. Ms. Martin said this is consistent with what has been done in the past.

Claudia Husak said currently, Staff is reviewing the Code as a whole per the request of the Commission. She said auto-oriented businesses will get addressed in the Code modification.

Mr. McCauley said the applicant made great improvements to bring this property up to Dublin standards that were intended by the Code, which should give the ART reasons to support it. He reminded the ART that the building is set back hundreds of feet from the road and mature trees block visibility. He said these improvements should help the businesses to be successful when they have struggled in the past. He indicated this should not be thought of as precedent setting because there are enough circumstances around it to warrant the recommendation of approval.

Ms. Husak informed the applicant that after Big Sandy received a recommendation of approval from the ART, they then went before the PZC three times before getting approval, which took many factors into consideration. Mr. Papsidero added the PZC was explicit about the reasons they approved the sign.

Mr. McCauley asked the ART if they liked the sign as proposed. Mr. Papsidero said the ART supports Staff's recommendation of approval.

Mr. Papsidero asked if there were any further questions or concerns regarding this application. [There were none.] He confirmed the ART's recommendation of approval to the PZC.

CASE REVIEW

2. ID-2 & ID-4 - Kaufman Development — Shier Rings and Cosgray Road
16-056WID-INF — Informal Review

JM Rayburn said this is a request for a residential community including 192 detached townhome units, 231 multi-family units, community spaces, and amenities on 62.71 acres on the north side of Shier Rings Road, east of Cosgray Road. He said this is a request for an informal review and non-binding feedback on a potential future rezoning and development plan application.

Mr. Rayburn said the applicant is present to encourage dialogue and feedback.

Brett Kaufman, Kaufman Development, said he has been watching the development in Dublin and is a fan of the synergy, forward thinking, and innovation this group is trying to accomplish as it aligns with what Kaufman Development is about and has been doing in the community. He presented their Opus statement - what their company was founded on: Kaufman Development is created on the belief that communities of high design built around wellness, philanthropy, sustainability, and innovation can change the world. Our communities and the people that work and live in them will stand out in every way; beautiful from the

inside out, filled with passion and inspiration everywhere you turn. He added this is the sincerity of the entire company. He said they have 30 people in offices in the Short North as they are starting to build around Columbus. He indicated they are in partnership with other people in the community and create philanthropic events for employees and residents. He said Kaufman Development encourages preserving the natural world and enhancing environmental well-being that includes community gardens, recycling programs, composting, and more energy-efficient homes.

Mr. Kaufman said they serve the following markets and are not positioned to go after any one group: empty nesters, millennials, and young active families, which covers the full range of the age spectrum. He presented communities they currently have or are under construction in the Columbus area: The Gramercy; 600 Goodale; 801 Polaris; 250 High; Two25 Commons; and The Leveque. He said there are developments around the country that use bits and pieces of their project proving that developments with contemporary design and focus on sustainability have been very well received. He indicated that people are asking for more of their product after living in The Gramercy in New Albany, Ohio.

Mr. Kaufman emphasized that common spaces are important that could include: outdoor spaces for gardening, biking, and yoga; a greenway system; coffee house/restaurant; fitness facility; and farmer's markets.

Mr. Kaufman presented slides showing their proposed product and explained with different skins, the looks are varied. He said ranches and split levels are available and the elevations are pushed towards the front of the properties to face common spaces. He said there are 27 different variations offered and they vary significantly. He stated the interiors are contemporary and bright due to the natural light allowed. He summarized: the products range in size from 1,660 – 2,260 square feet; they have 2 – 3 plus bedrooms; 2.5 plus bathrooms; two-car garages plus storage; have 5-8 units per acre for density; and range in price from $300,000 - $500,000.

Mr. Kaufman presented The Grammercy as an example of what they have in mind for the multi-family portion of the Dublin site. He said they will adapt for this site but there will be similarities. He presented the proposed site and explained the development is divided by product type but all will share common space.

Mr. Kaufman said the proposed new connector road follows what was in the Thoroughfare Plan. He explained the single-family and multi-family were positioned in the site based on the feedback received from the adjacent Ballantrae community; they wanted the single-family units closer to their community.

Mr. Kaufman said this specific site is appealing to them since it is in an innovation district and they can be near technology and research type development. He indicated the type of people coming for these jobs will want this type of community, which is not cookie cutter or downtown and this product will attract the tech job workforce. He said this development will support what is happening and perform as a catalyst.

Colleen Gilger asked about the residential farm parcel in the center of the site. Mr. Kaufman answered the property is listed for sale and they have made an offer to buy it but the owners have chosen not to respond to their offer. He indicated the big issue with that piece of property is that they need clarity for the overall project and a timeframe; they could close sooner if they knew a timeline.

Ms. Gilger inquired about the option stages. Mr. Kaufman replied they are in-contract.

Jeff Tyler asked what the real driver was for the clustered multi-family units. Mr. Kaufman answered for technology and research, they need to separate the two products and are uncertain as to what is going to happen over time. He added having apartments in this area makes sense. With this proposal, he said this is the best way for the amounts of each product type to be laid out conveniently.

Vince Papsidero inquired about the presentation given to the Ballantrae Board. Brian Suiter, Kaufman Development, said they received good feedback and the tone was very supportive. He reported their primary concerns were traffic and how this development would impact their community overall.

Ms. Gilger inquired about the public vs private roadways. Mr. Kaufman said they are prepared to roll up their sleeves to work with Economic Development. Historically, he said they plan private drives for the apartment section and public roads for the for-sale units. He indicated this is a topic they are willing to explore.

Claudia Husak asked if the single-family lots will be platted and if so, what the width would be. Mr. Kaufman answered it depends on the municipality. He said there could be condominium fees or homeowner association fees for the individual lots and the width of the lots ranging from 25 - 50 feet.

Ms. Husak inquired about maintenance responsibility for the larger open spaces as well as the areas right around the home itself. Mr. Kaufman said each home will have a private space but everything else will be part of the master community; the small area between the house and the garage will be maintained by the individual.

Shawn Krawetzki asked as the Innovation District gets developed, how the single-family side would transition. Mr. Kaufman indicated there would be paths that would be truly integrated with the incoming commercial uses. He said this will require a group effort with Dublin but he is comfortable with what Dublin is doing and the direction they are headed.

Jay Smith, O'Brien/Atkins, introduced himself as a landscape architect out of North Carolina serving as a consultant for the City. He said the West Innovation District master plan was established in 2005-2006 and now it is ready for an update due to the changing trends. He said the area needs to now be more compact in an efficient way. He said Ohio University is new to the component and roads are already beginning to move, looking at their master plan. He said robust residential is possible and they would like to bring energy to this place by living there. He said they intend to have a plan refreshed for City Council's review in October.

Mr. Kaufman indicated that was encouraging and they would be happy to be a part of it.

Mr. Smith said every plan needs a heart. He said the district would combine mixed-use and residential incorporating workforce training, a community college, restaurants, and more density as well as other layers such as a greenway and pedestrian systems.

Mr. Papsidero asked the applicant if he would consider switching the multi-family with the single-family, moving the density to the north.

Ms. Gilger explained the proposed street network was planned 10 years ago, before Ohio University moved into the area and the roads are shifting. She said OU plans to present to their Board for approval in late August with City Council review and approval in November.

Mr. Kaufman indicated they can be flexible where the product goes but need to be sensitive to contractual obligations. He said this is at the concept stage and can be flexible without all the information yet.

Mr. Papsidero stated timing is the issue. He said the WID needs to be planned first and details will not be ready until October; he is concerned about the sequence of events. He said if this development comes out first it could impact what staff is trying to do with the district.

Mr. Kaufman said they would prefer to get in sooner rather than later but they do not want to get in the way of what the City is doing or be problematic.

Ms. Gilger said there is a public community session intended for August 30 or September 6 to gain feedback from the community, which might be helpful for the applicant to hear. She asked the applicant if he would be able to wait.

Mr. Kaufman said he would like to regroup, outside of this meeting. He asked if his project could be included in the overall plan presentation as a placeholder. That way, he said it would make it less of a surprise later.

Mr. Tyler said conceptually this project is liked a lot. He encouraged the applicant to adjust the product to the WID plan.

Mr. Kaufman said he has received consistent favorable responses. He offered to do whatever he could to help. He indicated that the press is good about perceiving timelines and information about development is out there a little bit.

Mr. Smith indicated staff would continue forward with their updates to the WID and could state how a project of this type would be appropriate for the district. He said he did not want to create a puzzle around this project but would rather the applicant come in later and state how their project would fit perfectly.

Mr. Kaufman inquired about next steps.

Ms. Husak asked the applicant if he was in contract and what would trigger the execution. Mr. Kaufman answered a date would be the trigger.

Ms. Husak inquired about the applicant's process for a purchase to be made. Mr. Kaufman said the first hurdle would be to submit a plan to the City. With this satisfied, he said they would continue to demonstrate progress. He indicated this is time based and they would put up hard money when they work through it. He stated they will not purchase the site prior to having approvals.

Ms. Husak asked what approvals he would be seeking. She said when an application is submitted staff deals with the details and there are already issues with Zoning Code compliance. She said this is not as simple as originally thought. She said all districts require updates in the Zoning Code and there is no residential use permitted currently. She said modifications to the Code would be better coming from staff rather than the applicant and this will not occur until October and beyond.

Mr. Kaufman said he needs a clear sense of time. He said they will review the contract for modifications to be made. He requested to work offline. He said he is seeing the lending environment continue to tighten for multi-family type housing in other markets and would like to strike while the iron is still hot.

Ms. Husak said the August 18, 2016, date for the Planning and Zoning Commission review is premature.

Mr. Papsidero said Zoning Code updates may not occur until February or March of next year. Mr. Kaufman indicated that waiting until then is problematic but understands not going to the PZC on August 18th. Mr. Papsidero said it may be possible to go forward in September for updates pertaining to this proposal. Ms. Gilger suggested movement occur after the public input session and that date is yet to be determined.

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

ADJOURNMENT

Vince Papsidero asked if there were any additional administrative issues or other items for discussion. [There were none.] He adjourned the meeting at 3:10 pm.

City of Dublin
Land Use and Long Range Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614.410.4600
fax 614.410.4747
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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

AUGUST 20, 2015

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

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

Riverside Drive & Bridge Park Avenue
Site Plan Review

Proposal:	A new mixed-use development, on the east side of Riverside Drive, south of the intersection of (future) Bridge Park Avenue.
Request:	Review and approval for a Site Plan under the provisions of Zoning Code Section 153.066.
Applicant:	Nelson Yoder, Crawford Hoying Development Partners.
Planning Contact:	Joanne Shelly, AICP, RLA, LEED BD+C, Urban Designer/Landscape Architect.
Contact Information:	(614) 410-4677, jshelly@dublin.oh.us

MOTION #1: Ms. Newell moved, Ms. Salay seconded, to approve the following primary materials:

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

VOTE: 7 – 0.

RESULT: These materials (CMP and MMP) were approved.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Yes
Stephen Stidhem	Yes

MOTION #2: Ms. Newell moved, Ms. De Rosa seconded, to approve the following secondary materials:

1. Thin Brick
2. Profile Metal Horizontal Panel, smooth and not embossed, 032 thickness or equal

VOTE: 7 – 0.

RESULT: These materials were approved.

(Continued on Next Page)

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

Riverside Drive & Bridge Park Avenue
Site Plan Review

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Yes
Stephen Stidhem	Yes

MOTION #3: Ms. Newell moved, Ms. Mitchell seconded, to approve 13 Site Plan Waivers:

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

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

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

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

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

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

(Continued on Next Page)

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

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

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

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

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

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

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

   a. *Vertical Increments Divisions, no greater than 45 feet;* A request to allow the following deviations, which are greater than the 45-foot maximum due to variations in the overall building design.
      1. B1 – west, south & north elevations at parapet
      2. B2 – west elevation at parapet
      3. B3 – north, south, east & west elevations at parapet
      4. B4 – northwest section adjacent to building tower
      5. B5 – east & south elevations over garage vehicle access points

(Continued on Next Page)

b. *Horizontal Façade Divisions, within 3 feet of the top of the ground story;* A request to allow building B5 to forego horizontal façade division requirements where the façade is covered by the green screen screening material.

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

a. *Permitted Primary Material, Stone, Brick & Glass, minimum 80%;* A request to allow façade materials to be less than 80% on the following elevations:
   1. B1 – east elevation, 71%
   2. B3 – north elevation, 56% & south elevation, 71%
   3. B4 – north elevation, 69% & east elevation, 69%

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

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

a. *Tower height/width, maximum height may not exceed width;* A request to allow the height and width to exceed the allowable height of 14 feet and width of 14 feet for the tower on the following buildings:

   1. Tower height: B4/B5 16.88 feet
   2. Tower width: B4 – south elevation 41.61 feet & west elevation 27.15 feet
   3. Tower width: B5 – north elevation 34.85 feet & west elevation 48.18 feet

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

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

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

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

(Continued on Next Page)

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

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

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

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

VOTE: 7 – 0.

RESULT: The Site Plan Waivers were approved.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Yes
Stephen Stidhem	Yes

MOTION #4: Ms. Newell moved, Ms. Mitchell seconded, to approve this application for Site Plan Review with 11 conditions:

1) That the Development Agreement that includes the aerial easements for the pedestrian bridge encroachments be enabled through the permitting process and infrastructure agreements;

2) That the applicant obtains Minor Project approval for any ground floor tenant that elects to install a patio and/or modify the exterior tenant storefronts, prior to tenant occupancy.

3) Building Type Conditions

a. That the balconies are modified to provide the required material transitions on the interior of the corner of the balconies;
b. That the applicant provide additional details for the canopies at the building entrances, including material, illumination, and mounting details, prior to building permitting and to be reviewed and approved by the Planning and Zoning Commission with the Master Sign Plan or by the ART through the Minor Project Review process, as applicable;
c. That the applicant continue to work with the City and the Dublin Arts Council as they develop the final elements for the building B2 and Bridge Park Avenue pocket plaza located at the terminal vista of the pedestrian bridge; and

(Continued on Next Page)

d. That the applicant selects vents that are coordinated with the color of the adjacent exterior building finish materials, or that they are painted a coordinating color, subject to Planning approval.

4) Open Space Conditions

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

5) Parking & Loading Conditions

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

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

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

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

9) That the applicant revise the lighting plans and provide fixture power and efficiency information at building permitting to verify that the exterior lighting requirements of Zoning Code Section 153.065(F) and Engineering standards are met, subject to Engineering approval at building permitting;

10) That a Master Sign Plan be approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3); and

11) That the applicant addresses the comments in the "Additional Plan Review/Detail Comments" section of this report at building permitting.

VOTE: 7 – 0.

RESULT: The Site Plan Review was approved.

(Continued on Next Page)

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

Riverside Drive & Bridge Park Avenue
Site Plan Review

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Yes
Stephen Stidhem	Yes

STAFF CERTIFICATION

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

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PLANNING AND ZONING COMMISSION

MEETING MINUTES

AUGUST 20, 2015

AGENDA

1. BSD SRN- Bridge Park – B Block — **Riverside Drive & Bridge Park Avenue**
15-052 DP-BSD/SP-BSD/CU — **Site Plan Review (Approved 7 – 0)**

2. NE Quad, Subarea 4A & 4B – Estates at Scioto Crossing III — **7850 Scioto Crossing Boulevard**
15-061AFDP — **Amended Final Development Plan (Approved 6 – 0)**

3. Hoot Studio LLC – Fitness Use — **6365 Shier Rings Road, Suite D**
15-067CU — **Conditional Use (Approved 6 – 0)**

4. Bridge Park, Section 2 — **Riverside Drive & Bridge Park Avenue**
15-069FP — **Final Plat (Recommendation of Approval 7 – 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: Amy Salay, Robert Miller, Cathy De Rosa, Deborah Mitchell, and Stephen Stidhem. Christopher Brown was delayed. City representatives present were: Philip Hartmann, Steve Langworthy, Alan Perkins, Claudia Husak, Joanne Shelly, Marie Downie, Aaron Stanford, Donna Goss, Logan Stang, and Laurie Wright.

Administrative Business

Motion and Vote
Ms. Newell moved, Mr. Stidhem seconded, to accept the documents into the record. The vote was as follows: Ms. Salay, yes; Ms. De Rosa, yes; Mr. Miller, yes; Ms. Mitchell, yes; Mr. Stidhem, yes; and Ms. Newell, yes. (Approved 6 - 0)

The Chair briefly explained the rules and procedures of the Planning and Zoning Commission. She said Case 3, Hoot Studio, LLC was eligible this evening for the consent agenda. She determined the cases would be heard in the following order: Case 3, 2, 1, then 4.

1. BSD SRN- Bridge Park – B Block — **Riverside Drive & Bridge Park Avenue**
15-052 DP-BSD/SP-BSD/CU — **Site Plan Review**

The Chair, Ms. Newell, said the following application is a request for a new mixed-use development, including four buildings containing residential, office and eating and drinking uses, and an 849-space parking structure on a 5.74-acre site. The site is on the east side of Riverside Drive, south of the intersection of (future) Bridge Park Avenue. She said this is a request for review and approval for a Site Plan under the provisions of Zoning Code Section 153.066.

The Chair swore in witnesses that intended to address the Commission regarding this case.

Joanne Shelly said there are four motions for the Commission this evening:

1. Primary materials review;
2. Secondary materials review;
3. Site Plan Waivers (13 requeted); and
4. Site Plan Review

Ms. Shelly reiterated the previously approved applications:

1. Basic Development Plan – City Council (January 20, 2015)
2. Basic Site Plan – City Council (January 20, 2015)
3. Preliminary Plat – PZC and City Council (March 9, 2015)
4. Final Development Plan, Conditional Use, and Fee-in-Lieu (The Site Plan was tabled) – PZC (July 9, 2015)

Ms. Shelly presented the Bridge Park site along Riverside Drive in context with surrounding areas (Dublin Village Center, Wendy's International, Historic Dublin, and OCLC). She noted the dirt that has been moved on the site in preparation for development. She highlighted Block B as it appears in the proposed plan in the entire site. She said the proposal includes Lot 3 and Lot 4:

<u>4 Mixed-Use Buildings & 1 Parking Structure</u>

- B1– Commercial / Residential
- B2 – Commercial / Residential
- B3 – Commercial / Residential
- B4 – Residential / Service
- B5 – Parking Structure

<u>6 Open Spaces</u>

- 1 Pocket Park
- 5 Pocket Plazas

<u>Proposed Parking</u>

- 850 garage spaces
- 44 on-street spaces
- 138 garage bicycle racks
- 30 on-street bicycle racks

Ms. Shelly presented the site plan overview of the four Mixed-Use Buildings distinguishing between the various areas:

- 228 Dwelling Units
- 42,644 square feet of Office space
- 55,500 square feet of Restaurant/Retail space
- 284,534 square feet for a Parking Structure (850 spaces)
- 18,141 square feet of Service areas
- 0.33 acres of Open Space

Ms. Shelly presented each of the buildings included in this Site Plan proposal, their locations in relation to the site, and the buildings they are adjacent to. She said for Building B1, the applicant has added brick (Thin Brick) on the upper stories instead of the use of cementicious siding at the request of the Commission and they replaced the siding with composite metal panels. She noted that no changes have been made since the previous review to Buildings B2, B3, B4, or B5.

Ms. Shelly presented the open spaces, how they are designated, their size, and location.

Ms. Shelly reported the ART did not conduct a new review so she restated a summary of the prior review from July 1, 2015, and included detailed illustrations.

Russ Hunter, Crawford Hoying Development Partners, 555 Metro Place, Dublin, said he was excited to be here again. He said he visited the site on the way to this meeting and noted the progress that was being made.

Mr. Hunter said he returned tonight to discuss much of what has been discussed in the past, including several of the buildings but focusing on material changes. He noted there was a change to Building B2; the fiber cement on the tower is now a composite metal panel but it looks the same on the elevation. He said they just received information about a product and confirmed they would like to use it on Building B3. He pointed out where composite metal panels have replaced the fiber cement panels on both locations of building B1. He indicated that pedestrians will see that detail. He said by adding the thin brick to reach up to the sky and also wrap the building helped with the massing. He explained full-depth brick cannot be used at that height for that building type. He said the Thin Brick provides shadow lines and returns in the windows; it is cut from the bricks used on the rest of the building so they are all going to match. He presented the before and after renderings to highlight the changes.

Mr. Hunter proposed a new ribbed aluminum metal panel system for building B3 that can be installed vertically or horizontally, is a concealed fastener, comes with a 30-year warranty, and it is not outrageously expensive. He said this information was not provided in the packets and not even presented to Staff yet as he was just informed of this yesterday. He said they have absolutely fallen in love with this product, it adds another material to the building, and it enhances the warehouse in an industrial contemporary way.

Mr. Hunter discussed bike racks, introducing more whimsy. He said they have introduced more wood style benches in addition to some of the Adirondack chairs. He presented the different bike rack designs as well as the new benches, both to be used throughout the open spaces.

Mr. Hunter presented the composite views of B1/B4, C2/B1, and C3/B3 to compare the various buildings. He concluded that the design team has "captured it" and agreed with the Commission that "they had not been there" before.

The Chair invited questions or comments.

Bob Miller inquired about colors of brick as they appear to have been changed. Mr. Hunter confirmed that the brick colors have not changed and explained that different applications used to create the images can change a color, which is not intended.

Amy Salay approved of the colors.

Cathy De Rosa asked if landscaping was part of this proposal this evening. She commended the applicant on their updates to the benches and bike racks. Ms. Shelly confirmed there have been no changes to the landscaping, itself. She said that through the permitting process there will be another scrutiny of the landscape material and plant selections.

Ms. Salay questioned the ivory and gray tones on building B2; her concern was whether these colors were going to clash or work well together.

Miguel Gonzales, Moody Nolan, 2501 Bristol Road, Upper Arlington, said the palette for B2 is warm and the colors all coordinate. He said for the images created with Revit, the color is hard to control.

The Chair invited public comment. [Hearing none.]

Ms. Newell said she really liked the improvements to the elevations and they looked really nice. She said the Thin Brick will add to the building and is supportive of the materials proposed.

Ms. Salay agreed with her comments.

Chris Brown said he also agreed and was glad the brick reaches to the top of the buildings. He said kudos to the horizontal corrugated panels. He indicated the proposal is nice but not perfect.

Steve Langworthy said Staff does not have anything in the record about that latest material, just what was included in the applicant's presentation this evening. He confirmed that Staff had not seen this material before tonight. He said that specific language should be incorporated into the determination.

Ms. Newell asked if this would change Staff's calculations, which could affect the proposal this evening.

Ms. Shelly said Thin Brick is being requested for a secondary material and added into the other secondary material calculations as a second approved material for this project; the calculations would be wrong but would not significantly change the percentage. She said the Waivers are for 80% less of the primary material, that would not change.

Mr. Brown confirmed Thin Brick could be approved for building B1 and not the whole block. He said he did not want to see the applicant "handcuffed"; we do not want monotony as this project builds out.

Mr. Langworthy suggested this be dealt with tonight and when the next blocks come forward, we will explore options for a broader palette of materials.

Mr. Brown said other materials are good and said it was exciting that the applicant researched this product for it to be brought forward. He said that corrugated material lends itself dynamically to the urban environment to provide contrasting materials.

Ms. De Rosa said this proposal is great. She thanked the applicant for providing a landscape view and composite view because the images helped her to put the project together and in perspective and encouraged the applicant to continue to do that with future proposals. She said she liked the benches and racks and encouraged the applicant to push that envelope for design.

Ms. De Rosa asked Staff if some of these whimsical bike racks could be incorporated into the Park and Ride project. Ms. Shelly said COTA has some interesting options within their standards.

Steve Stidhem asked Staff what the speed limit will be on Riverside Drive. Aaron Stanford answered there is no proposed change to the speed limit. He said a speed study will be conducted and certain statutes will need to be met to change the speed limit. Ms. Salay said City Council is also interested in speed limits.

Mr. Stidhem said he is a huge fan of the whimsical side of this project.

Mr. Hunter said they would love for the Tim Horton's restaurant to be demolished sooner than later but the issue has been Columbia Gas. He said they need to disconnect it and remove the meters, which is two separate processes. Ms. Shelly confirmed the ART approved the demolition of Tim Horton's today.

Deborah Mitchell indicated her fellow Commissioners had already stated what she was thinking. She said she loved the whimsical bike racks and the benches are more sophisticated, which is really great and much desired.

Mr. Miller indicated that Nelson Yoder was frustrated at the last meeting and rightfully so. He said it is an example of the process working well and a credit to Crawford Hoying because even though they were frustrated, they returned with a better product.

The Chair said there will be four motions, the first being the approval of primary materials:

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

Motion and Vote
Ms. Newell made a motion, Ms. Salay seconded, to approve the primary materials as stated. The vote was as follows: Ms. De Rosa, yes; Mr. Miller, yes; Ms. Mitchell, yes; Mr. Stidhem, yes; Ms. Salay, yes; and Ms. Newell, yes. (Approved 7 - 0)

Motion and Vote
Ms. Newell made a motion, Ms. De Rosa seconded, to approve the secondary materials:

1. Thin Brick
2. Profile Metal Horizontal Panel, smooth and not embossed, 032 thickness or equal

The vote was as follows: Mr. Brown, yes; Ms. De Rosa, yes; Mr. Miller, yes; Ms. Mitchell, yes; Mr. Stidhem, yes; Ms. Salay, yes; and Ms. Newell, yes. (Approved 7 – 0)

Motion and Vote
Ms. Newell made a motion, Ms. Mitchell seconded, to approve 13 Site Plan Waivers as presented:

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

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

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

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

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

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

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

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

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

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

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

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

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

   a. *Vertical Increments Divisions*, *no greater than 45 feet;* A request to allow the following deviations, which are greater than the 45-foot maximum due to variations in the overall building design.
      1. B1 – west, south & north elevations at parapet
      2. B2 – west elevation at parapet
      3. B3 – north, south, east & west elevations at parapet
      4. B4 – northwest section adjacent to building tower
      5. B5 – east & south elevations over garage vehicle access points

   b. *Horizontal Façade Divisions, within 3 feet of the top of the ground story;* A request to allow building B5 to forego horizontal façade division requirements where the façade is covered by the green screen screening material.

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

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

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

   a. *Tower height/width, maximum height may not exceed width;* A request to allow the height and width to exceed the allowable height of 14 feet and width of 14 feet for the tower on the following buildings:

      1. Tower height: B4/B5 16.88 feet
      2. Tower width: B4 – south elevation 41.61 feet & west elevation 27.15 feet
      3. Tower width: B5 – north elevation 34.85 feet & west elevation 48.18 feet

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

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

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

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

d. *Pedestrian Safety/Circulation – Maximum distance to nearest exit 200 feet*; A request to allow the maximum distance to the nearest exit to be exceeded by 60 feet.

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

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

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

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

The vote was as follows: Ms. Salay, yes; Mr. Brown, yes; Ms. De Rosa, yes; Mr. Miller, yes; Mr. Stidhem, yes; Ms. Mitchell, yes; and Ms. Newell, yes. (Approved 7 – 0)

Motion and Vote
Ms. Newell made a motion, Ms. Mitchell seconded, to approve this application for Site Plan Review with 11 conditions as presented:

1) That the Development Agreement that includes the aerial easements for the pedestrian bridge encroachments be enabled through the permitting process and infrastructure agreements;

2) That the applicant obtains Minor Project approval for any ground floor tenant that elects to install a patio and/or modify the exterior tenant storefronts, prior to tenant occupancy.

3) Building Type Conditions

a. That the balconies are modified to provide the required material transitions on the interior of the corner of the balconies;
b. That the applicant provide additional details for the canopies at the building entrances, including material, illumination, and mounting details, prior to building permitting and to be reviewed and approved by the Planning and Zoning Commission with the Master Sign Plan or by the ART through the Minor Project Review process, as applicable;
c. That the applicant continue to work with the City and the Dublin Arts Council as they develop the final elements for the building B2 and Bridge Park Avenue pocket plaza located at the terminal vista of the pedestrian bridge; and
d. That the applicant selects vents that are coordinated with the color of the adjacent exterior building finish materials, or that they are painted a coordinating color, subject to Planning approval.

4) Open Space Conditions

a. That the applicant continue to work with ART to provide a variety of design and seating opportunities with in the pocket plaza prior to building permitting, subject to Planning approval;
b. That the building permit plans and Final Plat include notes that state that the Pocket Parks and Pocket Plazas will be owned and maintained by the property owner, with public access easements; and

c. That the applicant continues to work with Staff to ensure that additional pervious pavement is provided within the open space, subject to Planning and Engineering approval at building permitting.

5) Parking & Loading Conditions

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

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

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

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

9) That the applicant revise the lighting plans and provide fixture power and efficiency information at building permitting to verify that the exterior lighting requirements of Zoning Code Section 153.065(F) and Engineering standards are met, subject to Engineering approval at building permitting;

10) That a Master Sign Plan be approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3); and

11) That the applicant addresses the comments in the "Additional Plan Review/Detail Comments" section of this report at building permitting.

The Chair asked the applicant if they agreed with the conditions. Mr. Hunter responded affirmatively.

The vote was as follows: Ms. De Rosa, yes; Mr. Miller, yes; Mr. Stidhem, yes; Ms. Salay, yes; Mr. Brown, yes; Ms. Mitchell, yes; and Ms. Newell, yes. (Approved 7 - 0)

The Chair thanked the applicant for being so patient as this has been a long process.

2. NE Quad, Subarea 4A & 4B – Estates at Scioto Crossing III
7850 Scioto Crossing Boulevard
15-061AFDP **Amended Final Development Plan**

The Chair, Ms. Newell, said the following application is a request for a revision to the approved Final Development Plan to permit 43 detached, single-family condominiums with associated site improvements within Subarea 4, Sections 4A and 4B, of the NE Quad Planned Unit Development. The site is on the west side of Sawmill Road, north of the intersection with Emerald Parkway. She said this is a request for review and approval of an Amended Final Development Plan and three Minor Text Modifications under the provisions of Zoning Code Section 153.050.

The Chair swore in witnesses that intended to address the Commission regarding this case.

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JULY 9, 2015

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

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

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

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

Applicant: Nelson Yoder, Crawford Hoying Development Partners.

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

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

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

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

*Russ Hunter agreed to the above conditions.

VOTE: 5 – 0.

RESULT: The Development Plan was approved.

RECORDED VOTES:

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

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

VOTE: 5 – 0.

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

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JULY 9, 2015

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

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

RECORDED VOTES:

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

MOTION #3: Victoria Newell moved, Cathy De Rosa seconded, to approve the Conditional Use to allow parking structures visible from the right-of-way, with 3 conditions:

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

*Russ Hunter agreed with the above conditions.

VOTE: 5 – 0.

RESULT: The Conditional Use was approved.

RECORDED VOTES:

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

MOTION #4: Victoria Newell moved, Amy Salay seconded, to approve the following materials which have been submitted for use as primary materials as modified, with one condition.

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

Condition: The material selection and construction detailing be provided at site plan review.

*Russ Hunter agreed with the above condition.

VOTE: 5 – 0.

RESULT: The Primary Materials were approved.

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JULY 9, 2015

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

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

RECORDED VOTES:

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

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

VOTE: 5 – 0.

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

RECORDED VOTES:

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

STAFF CERTIFICATION

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

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

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

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

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

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

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

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

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

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

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

Ms. Shelly summarized the ART's Review:

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

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

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

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

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

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

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

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

Victoria Newell inquired about wall sections.

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

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

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

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

Ms. Shelly reiterated the six motions.

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

1) That a Master Sign Plan is approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3); and

2) That a Development Agreement must be approved by City Council and all affected property owners prior to issuance of building permit for buildings B1 – B4/B5 and before the Final Plat for Bridge Park, Phase 1 (B Block) can be recorded with the County.

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

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

1) That the interior circulation plans are revised at building permitting to allow for adequate stacking spaces at each entry to the garage between the right-of-way and the entry gate (building B4/B5)

2) That the applicant verify, through permitting process that cameras will monitor pedestrian activity in the parking structure from a remote location, or if other security measures will be taken; and

3) That the applicant enhances the Mooney Street pedestrian entrance with pedestrian scale features and protection from the adjacent vehicular entry.

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

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

With one condition:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1) That a Development Agreement be approved by City Council prior to issuance of building permits for any of the buildings (B1 – B4/B5), and that the agreement include the aerial easements for the pedestrian bridge encroachments;

2) That the applicant obtains Minor Project approval for any ground floor tenant that elects to install a patio and/or modify the exterior tenant storefronts, prior to tenant occupancy;

3) Building Type Conditions

   a. That the applicant provide plans detailing the material transitions on the balconies for buildings B1, B2, and B3 at building permitting, subject to Planning and Building Standards approval;
   b. That the applicant provide additional details for the canopies at the building entrances, including material, illumination, and mounting details, prior to building permitting and to be reviewed and approved by the Planning and Zoning Commission with the Master Sign Plan or by the ART through the Minor Project Review process, as applicable;
   c. That the applicant continue to work with the City and the DAC as they develop the final elements for the building B2 and Bridge Park Avenue pocket plaza located at the terminal vista of the pedestrian bridge; and
   d. That the applicant selects vents that are coordinated with the color of the adjacent exterior building finish materials, or that they are painted a coordinating color, subject to Planning approval.

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

5) Parking & Loading Conditions:

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

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

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

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

9) That the applicant revise the lighting plans and provide fixture power and efficiency information at building permitting to verify that the exterior lighting requirements of Zoning Code Section 153.065(F) and Engineering standards are met, subject to Engineering approval at building permitting;

10) That a Master Sign Plan be approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3); and

11) That the applicant addresses the comments in the "Additional Plan Review/Detail Comments" section of this report at building permitting.

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

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

Ms. Newell inquired about the opinion for fiber cement.

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

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

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

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

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

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

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

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

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

Ms. De Rosa encouraged providing surprises around the corner. She also suggested there be more opportunities for lighting. She said lighting does not have to be bright to create an interesting feel and lighting will have a bit of an impact on this project.
Mr. Hunter said it is a real balancing act in those two particular cases because there is residential so close.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Brown said he likes B2 and B3.

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

Ms. Salay agreed.

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

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

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

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

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

Russ Hunter agreed to the conditions.

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

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

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

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

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

Mr. Hunter agreed to the conditions.

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

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

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

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

Mr. Hunter agreed to the condition.

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

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

Mr. Hunter asked to table until the next meeting.

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

Communications
[There were none.]

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

As approved by the Planning and Zoning Commission on _____2015.

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

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 devevlopment agreement included a requirement that those properties remain apartments for the life of the TIF -- 30 years. Is a similar restriction envisioned with respect to the property involved with tonight's proposal?
Mr. Foegler responded that this depends upon the nature of the TIF. The City is contemplating Chapter 40 and 41 TIFs. For certain areas, there are limitations on condominiums as opposed to rental units. Legal counsel will be recommending that for some portion, if not all of the units, there be commitments to maintain them as apartments. That does not mean that in the future there cannot be negotiations to undo that requirement. However, the terms would have to address the debt that has been issued with the expectation that the TIF revenue would be produced through use of those tools. Future re-negotiations would have to identify another tool to provide those payments. Given the limitations of tax increment financing in this case, however, those units would have to remain as apartments.
Vice Mayor Gerber asked for confirmation that there is not another option upfront.
Mr. Foegler responded that is correct.

Mayor Keenan inquired if there is any ability to have such an option upfront.
Mr. Foegler responded that it depends upon the nature of the TIF. With the geography of a Chapter 40 and 41 TIF, there will be more flexibility. Chapter 41 TIFs apply in

redevelopment areas, so how much of this area is characterized as a redevelopment area versus a new development area will be the major determinant. That is one of the major details that is being finalized. There is more reliability in the revenue stream in the incentive districts in the residential component.
Mayor Keenan noted that it would be very difficult to convert the units to condominiums in the future.
Mr. Foegler responded that the economics would have to permit it, such as retiring bonds from the proceeds of that in a predictable way. Where the bonds are in their cycle and what flexibility exists for those options can be explored.

Mayor Keenan stated that the lack of flexibility with this might not be a desirable thing.
Mr. Foegler responded that there would be a good mix of condominiums and apartments in this development. The young professional market will lead the demand for apartments, and increasingly, the empty nesters will also have a higher apartment rate. The young professionals will also have a regular turnover need, which will be easier to meet with a significant number of apartment products. This is an area with restaurants and activity zones that will appeal to young professionals.

Staff Presentation

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

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

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

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

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

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

The next steps following this application include:

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

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

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

Mr. Lecklider inquired if at each of the steps, the project received approval.
Ms. Ray responded that the formal decisions regarding the Preliminary Plat and the Basic Plan were for approval.
Mr. Lecklider inquired if that included the PZC.
Ms. Ray responded affirmatively.

Basic Development Plan Components

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

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

Basic Site Plan

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

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

Mayor Keenan asked for clarification about public open space designated versus future park space.
Ms. Ray responded that, based on the number of residential units and the commercial developments, the applicant is required to provide a total of 1.83 acres of publicly accessible open space. In developing the Code requirements for the Bridge Street District, staff was aware that some projects would be able to provide all that within the scope of their overall project, whereas some would rely on other developments.
Mayor Keenan inquired if that would be future park space or is dedicated open space. Do they pay for that space?
Ms. Ray responded that there is a fee in lieu requirement.

Vice Mayor Gerber inquired if the five-foot cycle track is on one street or all streets.
Ms. Ray responded that it is only on Bridge Park Avenue.
Vice Mayor Gerber inquired if that is different from the previous plan reviewed in September.
Ms. Ray responded that, previously, no cycle tracks were shown on any streets other than Riverside Drive.
Vice Mayor Gerber stated that when this was before PZC, the Commission discussed their desire to expand the size of the sidewalks. Is it staff's opinion that has been adequately addressed in the plan being reviewed tonight?
Ms. Ray responded that in staff's opinion, and as it was back at that time, it has been adequately addressed. There is a five-foot cycle track and a five-foot sidewalk is adjacent to it – a total of 10 feet, and a two-foot, at-grade space that provides additional "wiggle room." From an urban design perspective, a balancing act must be achieved with the streetscape because a great deal needs to occur within an appropriately narrow area in order to have a comfortable urban environment. They worked very hard with the applicant and the consultants on the public realm projects for this area. Staff's recommendation is that the plan is appropriate as shown.
Vice Mayor Gerber stated that during previous discussions, Council was concerned not only about the cycle track but also that there was sufficient room for the outdoor cafes and pedestrian traffic.
Ms. Ray responded that the applicant has also relocated the garages in the project, which allows more flexibility to place the buildings to give more space within their private property for patio spaces.

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

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

Ms. Ray stated that the intent is that it feel seamless, as a continuation of the street and that one is not aware of where the right-of-way begins. There will be adequate space to allow for patios and seating areas.
Mr. Lecklider inquired the distance from the curb to the building front.
Ms. Ray responded that in most locations, the number would range from eight feet to 12 feet.

Ms. Chinnici-Zuercher asked how Gay Street in Columbus, from High Street to Third Street, compares to what is shown tonight.
Ms. Ray requested Mr. Meyer to respond, noting that other examples throughout the Columbus region were reviewed to make sure that enough space is in this plan. Eight to 12 feet is sufficient for at least two rows of dining tables.

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

Ms. Ray noted that figure includes the right-of-way as well as the space on private property.
Mayor Keenan inquired if that is true of both examples.
Mr. Meyer responded affirmatively.

Vice Mayor Gerber inquired how that compares to what PZC reviewed in October -- is it wider or the same size?
Ms. Ray responded that it is somewhat wider in terms of the space that is available for seating areas.
Mr. Gerber inquired the specific width.

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

Ms. Salay stated that, previously, the plan provided that along Bridge Park, moving east up the hill, the space was wider near the park. The buildings become closer together moving further east. Is that what is now contemplated?
Ms. Ray responded that it is somewhat the same. Along the street section, there is still the five-foot cycle track and the five-foot walkway plus the spillover area. Closer to the intersection of Bridge Park and Riverside, there is more space because there is a shorter intersection there. Due to the tightness of the intersection, there is opportunity to remove the on-street parking in that segment. When the onstreet parking is eliminated, the sidewalk widens to 7-1/2 feet plus the additional space in the private area. This opens up the view shed to the park, because the intersection is located near the landing of the pedestrian bridge.
Ms. Salay stated that she has looked at examples of bicycle facilities over the internet, but was unable to find an example of the proposed setup. Is staff aware of this type of facility located elsewhere? If so, she requests that staff provide that information in the future.
Ms. Ray responded that information could be provided for the Preliminary Plat review.

Applicant Presentation

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

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

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

Bridge Park – Phase One

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

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

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

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

Timing Details

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

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

Public Realm and Open Spaces

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

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

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

Architecture

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

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

- 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

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 comprise 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

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

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.

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

Council Discussion

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

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

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

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

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

Mr. Yoder responded affirmatively.

Mr. Lecklider inquired the composition of the material.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

She appreciated the explanation about the vinyl windows, but are there any places that casement windows might be contemplated? It might be nice somewhere overlooking some streets.
Mr. Hunter responded that they have looked at different windows. For the warehouse building, for example, they looked at the copper-style windows. Those windows do provide the opportunity for a different opening; that might be a possibility.
Regarding maintenance, Ms. Salay stated that she needs to understand more about the long-term maintenance of the materials. There is a prominent hotel in Dublin that is beginning to show aging, although a top quality material was used. The appearance is deteriorating, and she is not aware of how that might be addressed. She recognizes that the issue is not only about the materials, but also about how they are installed. She does not know how to achieve a quality level of contractor installation in the field, but it is important to have expectations met.
In regard to street sections, Ms. Salay believes this plan is an improvement. She inquired how many sky bridges were proposed.
Mr. Yoder responded there are five sky bridges.
Ms. Salay stated that if underground parking had been used, there would have been express elevators from the parking garage to the residences.
Mr. Hunter stated that with underground parking, residents would walk to an elevator lobby that would connect to the correct building and then to the desired floor. There would be no interaction with the street. That was a part of the plan that was approved by PZC. The revised parking plan is certainly an improvement over that plan in terms of interacting with the street. With people outside on a bridge, there will be more activity in terms of using the grocery stores and restaurants. The access between the stores and the residential units is improved with this type of parking. The sky bridges can be an interesting feature, and can integrate some branding and personalities into the bridges. It can actually be a trademarking or branding element for this project, building upon the brand of the bridge in Bridge Park.
Ms. Salay stated that she likes the details of the open spaces and anticipates they will be used by the pedestrians, and she doesn't oppose the bridges as they interact with that space. Perhaps some plantings on them would be a nice amenity.
She noted that comments were made about enhancing the economic viability. Another speaker commented that he wasn't aware the City was "providing" housing. That was simply a choice of words by Mr. Reiner. Extensive studies have been done about what will make the Dublin community relevant going forward, and that informed all of the decisions about Bridge Street. With regard to what young people want, staff has spent an extensive amount of time, the economic development team has spent a lot of time with corporate residents who essentially enable Dublin to have a quality community. Those corporate residents have indicated that it is absolutely necessary to attract the next generation of workers and it is important to have an environment that will do that. Many young professionals currently employed with these companies were interviewed. All of that has informed the direction that Council is taking with regard to Bridge Street.

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

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

In terms of skywalks, she is conflicted about them; personally, she doesn't like them. In downtown Columbus and other cities, over time, they have been removed. The open sky bridge has a better feel than the closed bridge, and the closed ones have been torn down more frequently than the open bridges. It would be helpful to view photos from around the country where these open bridges have been used effectively. She is not totally opposed to them, but is conflicted.
Transportation was commented on by a couple of speakers. It is a big issue that has been discussed regularly over the years in this area. It does appear that the plan provides provides bicycle, vehicle and pedestrian opportunity, but what about the ability to have buses, even small buses to serve the District?
Ms. Ray stated that this project will provide the critical mass and density that make more transit options feasible. Although nothing is proposed tonight, the applicant is considering transit. In fact, one of the plans considered where a bus stop could be located. There are no details associated with it yet, so it is not possible to provide a recommendation at this time. In the short term, the City needs to work with COTA; it will require significant coordination. This has been discussed with the applicant, and will continue to be addressed with this project.
Ms. Chinnici-Zuercher stated that her vision may not be a COTA style of transportation, but perhaps more of a streetcar. The C-bus in downtown Columbus is the type she envisions for this area. To meet the interests of both the older and younger generations and integrated living arrangements, as well as accommodating the outdoor activities, that type of transportation makes more sense than a COTA bus. Users need to be able to hop on, hop off such transit. If Dublin is really trying to encourage people to work within the community, that type of transportation would permit them to leave their cars behind, versus driving to a corporate office in Dublin. More space is needed to accommodate that mode of transit, but maybe less buildings are needed so that it is possible to incorporate the transportation options that people might be able to enjoy. Dublin does not want this area to be the same as what other cities are doing. Other communities in the region are now developing urban/suburban concepts. Dublin's should be "uniquely different" from what others have done or are doing. To her, there is nothing overly unique about these buildings -- they are deluxe apartment buildings. They are unusual for the Dublin community, but she does not believe they would be viewed as unusual by the population the City is trying to attract. More work needs to be done on the gathering spaces that the population would want to use, even within the building. The internal spaces of the buildings are not being addressed today, but perhaps going forward, it could be an attraction to future residents. In summary, the applicant has made much progress, but the plan is not yet what she envisions it can be.

Vice Mayor Gerber concurred with Ms. Chinnici-Zuercher's comments. When he served on the Planning and Zoning Commission, he always envisioned gateway features. This is a new gateway for the City, and he is looking for something that is extraordinary, that stands out. He doesn't see that with this plan. The words that have been referenced are, "a destination place" – but what is the attraction? They mentioned future restaurants locating in this development, but that also brings cars and traffic related to the use. The plan is also for 371 residential units, and the related traffic. In addition, the cycle track and sidewalk are set up in a way that will result in conflict between cyclists and pedestrians. He would like to consider some options for safety barriers between the two. This area should be walkable and also bicycle friendly.
In terms of sky bridges, he is somewhat undecided. In many areas of the country, such sky bridges are being torn down. However, if he resided in these buildings, he would consider them necessary for carrying groceries home during inclement weather.
In regard to transit, he stated this was envisioned as the new 21st century, hip place to be with new ideas. In his mind, transit options are one of the top three things that should be considered.
He noted that with the vote tonight, Council is setting parameters. If a building is too big or the setbacks are not adequate, and if the other items discussed cannot be accommodated, then what? Approving this tonight will establish the parameters going forward.

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

live and work in the same location, so it would be affordable. He also stated that his employee base is about 40, and he is expecting to grow to 100 employees. About 50% of his employees are current renters. The age of their employee group continues to be younger, so he is expecting that group to increase to about 75% renters. He expected that a large majority of those would want to live in the same building or a building next door to the office.
Vice Mayor Gerber stated that he is concerned with the issue of flexibility, and 30 years is a very long time commitment.
Mr. Meyer stated that from a physical perspective, the way these units are being built, they could be converted to condominiums. But whether or not that would result in issues with the TIF would be a separate issue.
Mr. Yoder stated that, typically, the ground and second floor of most of these buildings is concrete construction on a podium building, which means they are completely flexible. In the case of the two office buildings and the hotel along Riverside Drive, all those buildings are five stories that are scaled to be completely convertible to other uses.

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

Mayor Keenan stated that he likes the changes made in the architecture. He also agrees with the comments that there needs to be a "wow" factor. If there is a way to make that happen --maybe a curved feature would help, as the architecture does seem "boxy." There may be some elements that could be added to alter that on a couple of the buildings. The materials and detail are difficult to discern on some of the renderings, but this iteration is a big improvement over the previous ones.
He emphasized that there are no bonds related to this project. His understanding is that the project infrastructure will be paid for by the project.
Initially, he was concerned about the vinyl windows, but the applicant's explanation has addressed that concern.
In regard to the parking garages, there is parking on the top deck. Presumably, that will be screened somehow, and he would like to see more detail on that aspect.
Mayor Keenan stated that it is clear that there is a tremendous amount of passion with respect to this project. Some people do not want any development in this area; some people have very different visions; and there are many that embrace the Planning staff's work on this and the developer's view. It is noteworthy that this Council has fully embraced this project at every step. Council continues to see improvement in the plans, and expects to see that continue going forward.

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

Vote on Recommendations

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

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

Vote on the Waivers
Mr. Lecklider moved to approve the following Basic Development Plan waivers related to:
a. Maximum Block Size
b. Front Property Lines
Ms. Salay seconded the motion.
Vote on the motion: Mayor Keenan, yes; Ms. Chinnici-Zuercher, yes; Mr. Lecklider, yes; Vice Mayor Gerber, yes; Mr. Peterson, yes; Ms. Salay, yes.

Mr. Lecklider moved to approve the Basic Development Plan with the six conditions recommended by the Administrative Review Team (ART).
Ms. Salay seconded the motion.
Vote on the motion: Mr. Lecklider, yes; Mr. Peterson, yes; Ms. Salay, yes; Vice Mayor Gerber, yes; Ms. Chinnici-Zuercher, yes; Mayor Keenan, yes.
Ms. Chinnici-Zuercher stated that she has voted yes, but is focused on the feedback from the applicant to Council's concerns and comments. In the next round of reviews, she will not approve this if they return with the same exact plans. Council has invested significant time in tonight's review, and the applicant should seriously consider all the comments that Council and the citizens have made before coming back for the next stage.

Mr. Lecklider moved to approve the Basic Site Plan waivers related to:
a. Front Property Line Coverage
b. Horizontal Façade Divisions
c. Ground Story Height
Ms. Salay seconded the motion. She noted the expectation that the applicant and staff would work together to have the first level with awnings delineated appropriately.
Vote on the motion: Mr. Peterson, yes; Ms. Salay, yes; Ms. Chinnici-Zuercher, yes; Vice Mayor Gerber, yes; Mayor Keenan, yes; Mr. Lecklider.
Vice Mayor Gerber stated that he has voted in support of this, but echoes the comment regarding the expectations of Council as this project goes forward.

Mr. Lecklider moved to approve the Basic Site Plan with the eight conditions recommended by the Administrative Review Team (ART).
Ms. Salay seconded the motion.
Vote on the motion: Ms. Chinnici-Zuercher, yes; Ms. Salay, yes; Mr. Lecklider, yes; Mayor Keenan, yes; Mr. Peterson, yes; Vice Mayor Gerber, yes.

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

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.

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