City of Dublin

Office of the City Manager
5200 Emerald Parkway • Dublin, OH 43017-1090
Phone: 614-410-4400 • Fax: 614-410-4490

Memo

To: Members of Dublin City Council

From: Dana L. McDaniel, City Manager

Date: October 6, 2016

Initiated By: Vincent A. Papsidero, FAICP, Planning Director
Claudia D. Husak, AICP, Senior Planner

Re: Request for Appeal – Bridge Park Building B5 (Parking Garage) (16-052FDP/FP)

Summary

This is a request for City Council to determine whether or not to hear an appeal of a decision made by the Planning and Zoning Commission on September 15, 2016 to deny a request for a Minor Project Review application for exterior modifications to a previously approved parking structure.

Background

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

City Council previously approved the Basic Development Plan on January 20, 2015 for all blocks of the Bridge Park development and the Basic Site Plan for only Blocks B and C. City Council determined the Commission as the required reviewing body for future applications.

Process

The Bridge Street Development Code (adopted on December 8, 2014) includes an Appeals provision which allows a direct appeal to City Council on any Bridge Street District development decision. An Appeal may be taken by any applicant where it is alleged by the applicant that there is an error or misinterpretation in any order, requirement, decision, grant or refusal made by the required reviewing body for any decision required by the Code.

The appeals process is a potentially multi-level review. The first (and perhaps only) determination, which City Council is being asked to make with this application, is whether or not to hear the appeal. The decision whether to hear the appeal is in Council's complete discretion and must be made by a motion passed by a majority vote. If Council determines that it will hear the appeal, then a subsequent hearing will be scheduled to determine whether the Planning and Zoning Commission's decision should be affirmed, reversed, or otherwise modified.

Description

The parking garage is located within B-Block of the Bridge Park development and includes residential units along two elevations. The application included revisions to previously approved architectural elements and building materials on the exterior of the east and south façades of the public parking structure. The approved plan shows the building clad in brick with an overlay of stainless steel mesh screen. The southeast corner included a full height vegetated screen wall. At the entry points the spandrel panels where covered with metal mesh rails.

This project proposes changes to the basic design of the garage facades. The south and east facades remain clad in brick, but additional masonry detail has been added to the brick façades. Aluminum panels in a staggered vertical pattern covering the majority of the spandrel. The southeast corner has a one story vegetated screen wall rather than the multi-story vegetated screen that had been previously approved.

Recommendation of the Administrative Review Team

The ART reviewed the proposal and determined Planning and Zoning Commission review is necessary given the overall aesthetic changes to two façades of the structure. There was significant discussion about the materials used to conceal the parking structure during its initial approval process. Additionally, the parking garage is a public facility and warrants an additional review by the Commission. There were concerns expressed that the quality of the materials and interest that the varying depths of the panels provided has been lost with this new submittal. The ART supported the vertical breaks and the additional brick detailing as they provide relief to the façade.

The ART recommended approval to the Planning and Zoning Commission with 3 conditions:

1) That the applicant stain the concrete on the crash walls to match the color of Brick#1, as shown on the elevations;
2) That the applicant work with Staff to create more randomness to the pattern of the metal screens;
3) That the applicant remove any signs in all the materials, and meet the stipulations of the approved Master Sign Plan.

Recommendation of the Planning and Zoning Commission

The Commission reviewed and disapproved (6-0 vote) this request at their September 15, 2016 meeting stating that the proposal does not meet the review criteria.

Financial Information

The parking garage located in B-Block is one of two parking garages that were financed by the City of Dublin as part of the Development Agreement with Crawford Hoying for the Bridge Park Development (Ordinance No. 44-15 approved August 10, 2015). In summary, the City committed to financing $16 million for each of the two parking structures (B and C Block garages) in addition to $11.1 million for the Phase I public roadways. In consideration for this, the City will receive the guaranteed minimum level of TIF revenues generated in Blocks B and

C, as well as those generated on the H2 Hotel site (the former Cooker restaurant) to fund the debt service on these bonds.

The two parking structures financed by the City (in Blocks B and C) are two of seven parking structures along with an Events Center that are part of the Bridge Park New Community Authority. Section 7.2.2 stipulates "the City will fund the costs of the Parking Facilities to be located on Block B and to be located on Block C...up to the amount for each Parking Facility set forth in Section 7.2 (the "City Parking Facility Funding")." This amount was $16 million each for the parking garages located in Blocks B and C. As such, the City's contribution is capped at $16 million per garage. The developer has already developed and financed the parking structure located in and serving Bridge Park Block Z on the west side of the Scioto River.

The remaining Community Facilities (all interior roadways and parking structures not located in Blocks B and C, and the event center) are to be funded through the TIF revenues generated throughout the remainder of the Bridge Park Development (other than those TIF revenues generated in Block B and C), NCA charges, and an annual bed tax grant equal to 25% of the City's portion of the lodging tax generated on the Block A hotel (AC Hotel by Marriot).

It is our understanding that the final construction costs of the Block B garage have come in $700,000 over the $16 million budget established within the Development Agreement. Per the terms of that agreement, the City has no obligations to contribute any more than the $16 million budgeted for each of the garages located in Blocks B and C of Bridge Park. Regardless of what action City Council takes on the requested appeal, the additional $700,000 of costs of the B block garage will not be incurred by the City. It is likely, however, that since the Community Facilities planned for the Bridge Park development do not directly produce income, cost overruns on one facility would impact the amount of resources available through these sources to fund the Bridge Park project's remaining Community Facilities.

Recommendation

Staff recommends City Council determine whether or not to hear the appeal, which would be scheduled at the October 24, 2016 City Council meeting.

CRAWFORD HOYING
development

October 4, 2016

TO: Dublin City Council
RE: Request to Appeal PZC Ruling

Dear City Council:

This letter serves as our formal request to appeal Dublin Planning and Zoning Commission's September 15, 2016 decision to reject proposed façade modifications to Parking Structure B5 at Bridge Park.

Earlier this year, Planning and Zoning Commission (PZC) approved the Final Site Plan for the entirety of B Block at Bridge Park. This approval included the façade design for the parking structure Building B5, which consisted of a series of metal mesh screens and a multi-story green wall. After PZC approved the design, construction documents were completed and put out to bid. At that point, two major issues with the approved design became apparent. First of all, it was determined that the cost of the metal mesh screening and green walls had been grossly under-estimated up until that point, in part due to inaccurate pre-bid cost information provided to the design team by material suppliers. Only after PZC granted their approval and the drawings were completed and bid out did it become clear that the only suppliers capable of manufacturing the unique looks approved by Planning Commission were charging a price that drastically exceeded prior estimates.

The implication: as designed, the B5 parking garage would have a more expensive façade treatment per SF than any other building at Bridge Park, including the AC Marriott and the C2 Office Building. This certainly does not pass the sniff test. The cost per parking space would be nearly $1,000 more per space than the otherwise nearly identical C Block garage merely as a result of the façade treatment.

During final documentation, it was also determined that green wall system was covering more façade than permitted in order to maintain an "open parking structure" designation under the Ohio Building Code. Open parking structures provide an intrinsic added level of safety and therefore do not require mechanical ventilation or fire suppression systems. Sprinkling and ventilating the garage in response to the green screen would add nearly another $1,000 per space to the garage cost.

We worked closely with City of Dublin Staff to come up with an alternative design over the last several months, using alternative materials that are just as beautiful but more reasonable in cost. The green screen was scaled back to address the pedestrian realm while also maintaining the required ventilation on upper floors. **While the design may have changed, both Crawford Hoying and Moody Nolan strongly believe that the new design is just as appropriate as the previously approved one, and much nicer than comparable parking structures built around the region.**

While it is expressly stated that the Planning and Zoning Commission cannot take cost into account when reviewing projects, we feel it is a subject that must be considered as one part of a complicated decision. Good design does not require overspending, and lining the pockets of single-source suppliers should never be anyone's goal. When the money being spent is public, an even higher degree of scrutiny must be applied.

Please allow us an appeal of this Planning and Zoning decision, and a hearing of the revised design and materials at your next City Council meeting.

Respectfully Submitted,
Crawford Hoying Development Partners

555 Metro Place North | Suite 600 | Dublin, Ohio 43017 | phone (614) 335-2020 | fax (614) 850-9191 | www.crawfordhoying.com

City of Dublin
Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614.410.4600
fax 614.410.4747
www.dublinohiosa.gov

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

SEPTEMBER 15, 2016

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

2. 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 Contacts:	Lori J. Burchett, AICP, Planner II; and Nichole Martin, Planner I.
Contact Information:	(614) 410-4656, lburchett@dublin.oh.us and (614) 410-4635, nmartin@dublin.oh.us

MOTION: Mr. Brown motioned, Mr. Stidhem seconded to approve the Minor Project Review with three conditions:

1) That the applicant stain the concrete on the crash walls to match the color of Brick #1, as shown on the elevations;

2) That the applicant work with Staff to create more randomness to the pattern of the metal screens; and

3) That the applicant remove any signs in all the materials and meet the stipulations of the approved Master Sign Plan.

VOTE: 0 – 6

RESULT: The Minor Project Review was disapproved.

RECORDED VOTES:

Victoria Newell	No
Amy Salay	Absent
Chris Brown	No
Cathy De Rosa	No
Robert Miller	No
Deborah Mitchell	No
Stephen Stidhem	No

STAFF CERTIFICATION

Lori J. Burchett, AICP, Planner II

City of Dublin
Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614.410.4600
fax 614.410.4747
www.dublinohiousa.gov

PLANNING AND ZONING COMMISSION

MEETING MINUTES

SEPTEMBER 15, 2016

AGENDA

1. **ID-2 & ID-4 - Kaufman Development** — **Shier Rings and Cosgray Roads**
   16-056WID-INF — **Informal Review (Discussion only)**

2. **BSD SRN – Bridge Park, B5 Parking Structure** — **6561 Mooney Street**
   16-060MPR — **Minor Project Review (Disapproved 0 – 6)**

3. **Nationwide Children's Hospital - Sign** — **5675 Venture Drive**
   16-070AFDP — **Amended Final Development Plan (Approved 6 - 0)**

4. **Ohio University Campus Plan Update Presentation**

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: Cathy De Rosa, Stephen Stidhem, Deborah Mitchell, Bob Miller, and Chris Brown. Amy Salay was absent. City representatives present were: Vince Papsidero, Jennifer Readler, Claudia Husak, Lori Burchett, Logan Stang, JM Rayburn, Aaron Stanford, Rachel Ray, Mike Kettler, and Laurie Wright.

[...]

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

The Chair, Victoria Newell, said the following application is a proposal 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 approval of a Minor Project Review under the provisions of Zoning Code §153.066.

The Chair swore in anyone wishing to address the Commission regarding this case.

Lori Burchett said the Administrative Review Team had determined the application warranted the Commission's review due to its overall aesthetic change as well as the fact that the parking garage is a public facility.

Ms. Burchett presented the graphic showing the site location within Block B of the Bridge Park development. She reviewed the procedures for Minor Project Reviews in the Bridge Street District Code. She reported that ART had concerns with the overall design and aesthetic including the randomness of the pattern that was discussed with the applicant. She said the applicant revised their plan, which the ART determined on September 8, 2016, was more appropriate because it created more visual interest.

Ms. Burchett presented the development history for Blocks B & C.

Ms. Burchett outlined the changes requested by the applicant that included changes to: the brick; the screen style and materials; and the living green façade. She explained the proposed changes are for the eastern and southern elevations only. She said the east elevation faces Mooney Street and the south elevation faces Banker Drive. She affirmed there are no changes proposed for the northern or western elevations; they contain the residential liners. She presented a graphic for context - the previously approved plan that showed the east elevation of the building clad in brick with an overlay of stainless steel mesh screens and the southeast corner that included a full height vegetative screen wall. She explained the spandrel panels were covered with metal mesh rails at the entry points. She explained the south and east facades remain clad in brick, but additional masonry detail has been added; the screen panels have been changed; and the vegetated wall has been decreased in size. She presented a split screen showing the previously approved and proposed east elevations for comparison. She presented additional detail on the modular façade trellis system.

Ms. Burchett concluded the ART found the MPR criteria had been met and is consistent with zoning regulations of the BSD. She said the ART recommended approval with three conditions:

1) That the applicant stain the concrete on the crash walls to match the color of Brick #1, as shown on the elevation details;

2) That the applicant work with Staff to create more randomness to the pattern of the metal screens; and

3) That the applicant remove any signs in all the materials and meet the stipulations of the approved Master Sign Plan.

Chris Brown asked what a crash wall was. Ms. Burchett answered it is a wall to keep the cars contained within the structure. She clarified that the ART had concerns that if there was a perforated mesh panel that one could see through that and they did not want it to be a stark contrast with unstained concrete.

Victoria Newell noted a crash wall that was brick on the previously approved plan.

Cathy De Rosa inquired about the green wall. She noted the previously approved wall was more substantial and now it appears as a green door.

Ms. Burchett said the applicant told the ART that the vegetative wall had to be decreased in size to provide more ventilation for the parking structure.

Greg Briya, Moody Nolan, 300 Spruce Street, Columbus, Ohio, 43215, presented new samples of the screens. He explained the B5 garage is becoming significantly more expensive than the C5 garage with 30 spaces less so they have gone back to the drawing board because the cost was out of reach for Crawford Hoying. He said they still tried to make it appear less like a parking garage. He noted the original mesh panel system would have cost almost $1 million. He said the new perforated panel is similar to what they used on C5 and will be a frameless panel installed more vertically and closer to the facade. He presented a raw panel and one that had been powder coated to show two types of finishes. He explained they lowered the screen wall to reach the 40% ventilation requirement but the green segment still reaches 14 feet in height, which is far above the pedestrian eye at street level. He said 2 – 3 panels will be installed within each bay of different types. He said panels with LED lighting become an accent to the façade at night.

Mr. Briya restated they have added a significant amount of brick detailing. He said the piers have been pushed out a little bit to provide relief to the plane. He concluded, overall this change alone is exceeding

$500,000 allowing it to be more in line with the C5 garage. He presented a brick sample board that included the third brick type.

Mr. Brown asked if the new brick matches the C2 office building. Mr. Briya answered the brick did not match.

Ms. De Rosa inquired about the color considered for the panels. Mr. Briya said the design intent would simulate an anodized aluminum finish and the type two panel would be two – three tones up from it for a subtle differentiation.

Steve Stidhem asked for clarification of the reason the green wall size was decreased per ventilation.

Mr. Briya said naturally ventilated garages require 40% of the perimeter of the garage to be open. He said they are constricted on two sides because there are liner residential units. He said the requirement is actually 20% on each side so when two walls are ineligible, the other two walls have to make up for it, making it 40% of open space for each of the two walls. He explained the original metal screen panels were being suspended off of the façade of the building so the panels were not expected to be counted as closed space.

Ms. De Rosa asked if the installation could be the same as originally proposed to provide the ventilation required. Mr. Briya said the proposed panel is a little heavy so it could not be installed the same way.

Ms. De Rosa clarified the original installation with the original panel would have met the natural ventilation requirement so the issue is just cost. Mr. Briya affirmed that cost was the issue.

Mr. Brown said the decreased green screen does not make as much of a statement and all of the facades appear to be two-dimensional. He indicated this was the one structure that had a dynamic façade. He said he has worked with perforated panels and mesh screens and asked why the panels are not being angled in and out for variety. He said there are other ways to value engineer and this proposed revised plan is a big disappointment. He said he understands it is a parking garage but it is in close proximately of the hotel, etc. and does not provide for a very dynamic streetscape. He disagreed the brick was highly detailed and instead was very flat and everything in Bridge Park so far is very flat. He indicated he misses articulation and character. He referred to the Arena District that is a higher dollar per square foot but every one of the buildings has some detail, variety, and articulation of their façade.

Mr. Briya said the stacked soldier courses and detailing down the center of the piers are not showing up on the rendering.

Mr. Brown noted there are stacked soldier courses of brick elsewhere on the other buildings. He said this brings a sameness to it and all the buildings have too many similarities. He said the design is supposed to be urban and urban is not the same.

Deborah Mitchell said one thing about the original design of the garage was that it appeared woven with a lot of texture and vibrancy and did not look flat. She said she is missing that with the proposed revisions.

Ms. De Rosa agreed the design went from a building with great personality and interest to one that is not. She asked if there were other alternatives that the applicant may have considered.

Mr. Briya said a number of parking garages in the area and around the country are bricked with a little bit of detailing. He agreed the Nationwide parking garage in the Arena District that was built a long time ago

had a lot of different elements to it but with that comes with a cost. He said this parking garage provides free in and out access and when a cost per parking space is determined this is a lot to take on.

The Chair said the Commission cannot consider cost; their responsibility is to follow the goal of the development, the intent of the BSD, and compliance with the text.

Ms. Newell said she did not consider this a minor change; this completely changes the rhythm of this building. She recalled when they considered variances, they were looking at the buildings in congruity with each other. She said part of the reason they got to the design they did was to get rid of the vertical emphasis on the buildings. She said the goal in the BSD is to have different buildings without sameness. She said these modifications are repeating a very prominent vertical pattern that goes all the way down the street. She restated this is a huge change to the architecture of the building. She said it had great energy before, there was a playfulness through the shadows on the façade, and they had requested the parking garages not appear as parking garages. She said several designs of this building were discussed during the review process and it was the playfulness of the panels and the green wall that sold the Commission on the final design. She indicated this seems like a 'bait and switch' tactic.

Ms. Mitchell said she agreed with Ms. Newell's comments.

Mr. Stidhem indicated that he thought this building would be torn down in 10 – 15 years and other buildings will be put in its place as there will no longer be a need for parking garages. He completely agreed this is not a minor change as this is dramatically changing the look and feel of the building. He asked if there were other options to consider or a different approach to accomplish the same goal.

Mr. Brown said a lot of people have used stainless steel mesh panels around town.

Ms. De Rosa asked if a green wall could extend all the way up because it appears as though they painted green half way up a wall.

Mr. Briya said it was doable; they would have to redesign the rhythm of the metal panels.

Ms. Newell asked if all the panels would be placed right next to each other on the same elevation with no relief to the plane. Mr. Briya said that was the proposed revision but there could be potential to have undulation in a subtle way but not three feet off the building like originally proposed without adding significant building structure back up.

Ms. Newell indicated she did not know the limitations of how far the panels could be pushed but that is part of the reason the applicant is struggling with the openness is because now they are relying on the open space between the panels. She concluded the proposal is not meeting the review criteria.

Mr. Brown said he was surprised part of the value engineering solution was not to eliminate some of the stainless steel panels. He asked if there was a reason those spaces needed to be closed off in some fashion.

Mr. Briya said the applicant does not want the design to appear as though they ran out of money; the randomness of the pattern makes sense.

Mr. Brown stated the proposal looks as though the applicant ran out of money.

The Chair called for a motion and the Law Director asked that the motion be stated in the affirmative.

Motion and Vote
Mr. Brown motioned, Mr. Stidhem seconded, to approve the proposed Minor Project Review to alter the parking garage as presented with three conditions:

1) That the applicant stain the concrete on the crash walls to match the color of Brick #1, as shown on the elevation details;

2) That the applicant work with Staff to create more randomness to the pattern of the metal screens; and

3) That the applicant remove any signs in all the materials and meet the stipulations of the approved Master Sign Plan.

The vote was as follows: Ms. Mitchell, no; Mr. Miller, no; Ms. Newell, no; Ms. De Rosa, no; Mr. Stidhem, no; and Mr. Brown, no. (Disapproved 0 – 6)

City of Dublin
Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614.410.4600
fax 614.410.4747
www.dublinohiousa.gov

City of Dublin Planning and Zoning Commission

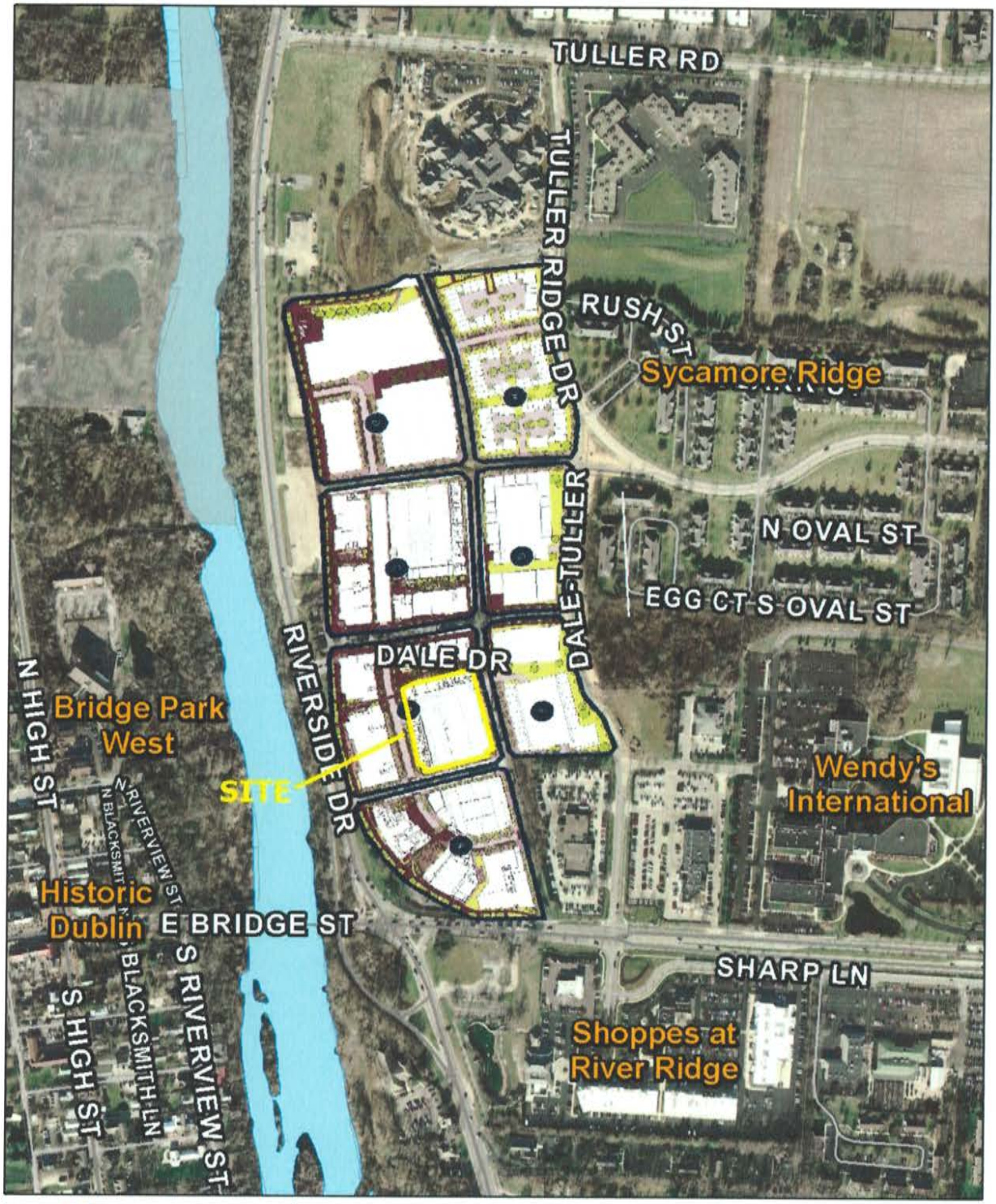
Planning Report

Thursday, September 15, 2016

Bridge Park – Building B5 – Minor Project Review

Case Summary

Agenda Item	2
Case Number	16-060MPR
Proposal	A Minor Project Review 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.
Request	Review and approval of a Minor Project Review under the provisions of Zoning Code Section 153.066.
Site Location	Located northwest of the intersection of (future) Banker Dive and (future) Mooney Street.
Applicant	Crawford Hoying Development Partners
Case Manager	Lori Burchett, AICP Planner II | (614) 410-4656 | lburchett@dublin.oh.us
ART Recommendation	**Approval** The proposed Minor Project Review is consistent with previously approved development plans and meets all the applicable review criteria. Approval is recommended, with three conditions: 1) That the applicant stain the concrete on the crash walls to match the color of Brick#1, as shown on the elevations; 2) That the applicant work with Staff to create more randomness to the pattern of the metal screens; 3) That the applicant remove any signs in all the materials, and meet the stipulations of the approved Master Sign Plan.



City of Dublin

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

0 150 300
Feet

Facts	
Site Area	±2.2 acres
Zoning	BSD-SRN, Bridge Street District – Scioto River Neighborhood
Surrounding Zoning And Uses	The surrounding properties are predominately zoned BSD-SRN, Bridge Street District – Scioto River Neighborhood District: North: BSD-SRN – Bridge Park, C Block South: BSD-SRN – Bridge Park, A Block West: BSD-P – (Future) Riverside Park East: BSD-SRN – Existing Office
Site Features	• Located within B-Block of the Bridge Park development • Single lot with two mixed-use structures, Building B3 and B4/B5, and associated open space • Pedestrian access along Bridge Park Avenue, Mooney Street, Longshore Street and Banker Drive; Vehicular access to the parking structure for the entire block is via Mooney and Longshore Streets • Private, residential access via pedestrian bridges is provided between Buildings B3 and B4/B5 (parking structure).
Background	**2016** *PZC Master Sign Plan* On **February 18, 2016**, the Commission approved a Master Sign Plan required as part of the (final) Development Plan and Site Plan approval and Bridge Street District Code for designated shopping corridors to permit a variety of context sensitive sign types in designated locations. An amendment to the sign plan to include signs for the City owned garages was approved by the Commission on **May 5, 2016**. **2015** *PZC Development Plan and Site Plan* The Commission reviewed and approved the (final) Development and Site Plans for the four buildings associated with B Block, the second portion of the first phase of the Bridge Park development on **August 20, 2015**. The project proposal includes approximately 213 apartment units, 61,800 square feet of office, 47,000 square feet of commercial (retail, restaurant), and an 869-space parking garage. *City Council Basic Plan Review* City Council reviewed the Basic Development Plan on **January 20, 2015** for all blocks of the Bridge Park development and Basic Site Plan for <u>only</u> Blocks B and C. City Council made determinations on the Basic Development and Site Plans, 5 Waivers to Code requirements, and determined the Commission as the required reviewing body for future applications.

Facts	
Development Status	The site is currently under construction. Previously the applicant indicated, C Block to the north is scheduled for completion in the later quarter of this year, and B Block is anticipated to be complete in first half of 2017.

Details	Minor Project Review
Minor Project Review (MPR)	The purpose of a MPR is to provide an efficient review process for smaller projects that do not have significant community effects.
Proposal	This is a request for exterior modifications to a previously approved structure, Building B5 in the Bridge Park development. This project proposes revisions to previously approved architectural elements and building materials on the exterior of the east and south façades of the public parking structure, Building B5. The approved plan shows the building clad in brick with an overlay of stainless steel mesh screen. The southeast corner included a full height vegetated screen wall. At the entry points the spandrel panels where covered with metal mesh rails. The west and north façades of the building include residential "liners" and are not proposed to change from the previously adopted plan. This project proposes minor changes to the basic design of the garage facades. The south and east facades remain clad in brick, but additional masonry detail has been added to the brick façades. Other changes include the screen panels and the vegetated wall. A solider course has been added to the top of the large brick openings and at the cap of the building. The spandrel panels above the entrances are detailed with a solider course at the top and bottom of the panels and the inside brick runs vertically. The brick piers now include a light color vertical brick accent and are capped off with a fiber cement and alum coping. 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. The southeast corner has a one story vegetated screen wall rather than the multi-story vegetated screen that had been previously approved.

Details	**Minor Project Review**
	Revised Elevation
Administrative Review Team (ART) Comments	The ART reviewed the proposal and determined Planning and Zoning Commission review is necessary given the overall aesthetic changes to two façades of the structure. There was significant discussion about the materials used to conceal the parking structure during its initial approval process. Additionally, the parking garage is a public facility and warrants an additional review by the Commission. The ART reviewed the application as submitted, and requested the applicant provide additional detail on the submitted materials and recommended some changes to the placement of the materials. There were concerns expressed that the quality of the materials and interest that the varying depths of the panels provided has been lost with this new submittal. The ART supported the vertical breaks and the additional brick detailing as they provide relief to the façade. The ART conditioned that the applicant revise the elevation to illustrate a more random panel pattern. The applicant has provided an elevation that achieves this pattern and adds additional interest with the inclusion of lighter colored panels. Staff is in agreement that the pattern and aesthetic has been improved with this revision to the elevations. The ART had recommended that applicant provide additional lighting detail to the Planning and Zoning Commission for their review. The applicant has agreed to produce this information for the Commission's review at the meeting.

Analysis	**Minor Project Review**
Minor Project Review	Section 153.066(G)(3) of the Zoning Code identifies Minor Project Review procedures. The Administrative Review Team has the discretion to forward applications that raise complex issues to the Planning and Zoning Commission for their review. Applications forwarded to the Commission shall be reviewed under the provisions of 153.066(F)(3).The following is an analysis by ART based on the standards outlined in the Bridge Street District Code.
a) *The Site Plan Review be substantially similar to the approved Basic Site Plan*	***Criterion met.*** The proposal meets the approved Site Plan as no structures have moved, and the proposed changes are to materials and quantities.
b) Consistent with the approved Development Plan	***Criterion met.*** The proposal meets the approved Development Plan as no streets or pedestrian access have been affected with this proposal.
c) Meets all Zoning requirements except as authorized by Administrative Departures and Waivers	***Criterion met.*** All code requirements remain unchanged with approval of this request.
d) Internal circulation system and driveways provide safe and efficient access	***Criterion not applicable.*** No modifications to circulation systems or driveways are proposed as part of this application.
e) The relationship of buildings and structures to each other and other facilities is appropriately integrated with Community	***Criterion met.*** The building layout remains the same. No changes are proposed to the residential facades on the west and north of the building. Material changes and architectural brick features are proposed as part of this revision. No changes are proposed to circulation.
f) Consistent with requirement for types, distribution and suitability of open space	***Criterion met.*** The publicly accessible open space located in B Block remains unchanged with approval of this request.
g) The scale and design of the development allows for the adequate provision of	***Criterion not applicable.*** No modifications impacting the provision of services is proposed as part of this application.

Analysis	**Minor Project Review**
services	
h) Stormwater management systems and facilities are adequate and do not adversely affect neighboring properties	***Criterion not applicable.*** No modification to the total impervious area is proposed as part of this application.
i) If phased, the proposed phase can stand alone	***Criterion not applicable.*** No modification to the phasing or construction schedule of the project is proposed as part of this application.
j) Demonstrates consistency with principles of walkable urbanism, BSD Vision Principles, Community Plan , and other applicable documents	***Criterion met.*** The proposal does not include changes to the pedestrian realm. The architectural perspective from the street will be different than the previously approved site plan, however the intent of the screening objective remains consistent. The applicant states that these material changes will continue to provide an interesting, walkable setting for urban lifestyles that places value on human scale and a diversity of experiences.

Recommendation	**Minor Project Review**
Approval	The proposed Minor Project Review is consistent with previously approved development plans and meets all the applicable review criteria. Approval is recommended, with three conditions: 1) That the applicant stain the concrete on the crash walls to match the color of Brick#1, as shown on the elevations; 2) That the applicant work with Staff to create more randomness to the pattern of the metal screens; 3) That the applicant remove any signs in all the materials, and meet the stipulations of the approved Master Sign Plan.