



## RECORD OF ACTION

# Planning & Zoning Commission

Thursday, July 13, 2017 | 6:30 pm

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

### 3. BSD SRN - Bridge Park Block H 17-055SPR

### John Shields Parkway/Dale Drive Site Plan Review

**Proposal:** A residential development with 64 condominiums in six buildings located within the Bridge Park Development. The five-acre site is on the west side of Dale Drive, south of the intersection with John Shields Parkway.

**Request:** Review and recommendation of approval to the Planning and Zoning Commission for a Site Plan Review under the provisions of Zoning Code Section 153.066.

**Applicant:** Crawford-Hoying Development Partners represented by James Peltier, EMH&T.

**Planning Contact:** Lori Burchett, AICP, Planner II.

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

#### **MOTION #1:** Mr. Brown moved, Mr. Miller seconded to approve the 18 Waiver Reviews:

- 1) Incompatible Building Types §153.062—Building Types (C)(1): Incompatible building type on Block G.
- 2) Building Variety §153.062—(K): Repeated elevations between buildings.
- 3) Parapet Height §153.062—Roof Type Requirements D(1): Parapet between 0-4 feet in height.
- 4) Parapets continuous §153.062—Roof Type Requirements—(D)(1)(b): Not continuous parapets at locations shown on site plan.
- 5) Tower Quantity §153.062— (D)(4)(a): H1 East: 5 Towers, H1 West: 3 Towers; H2 East: 3 Towers, H2 West: 3 Towers; H3 East: 5 Towers, H3 West: 4 Towers (and repeated elevations).
- 6) Projecting sills §153.062— (H)(1)(a): No projecting sills on Fiber Cement Panel clad elevations.
- 7) Balcony Size §153.062— (I)(1)(a): Balconies to be 5.33 feet deep and 12.25 feet wide.
- 8) Maximum impervious lot coverage §153.062 (O)(2): Impervious coverage to be 76% (entire block) (H1, H2); and 80% (H3).
- 9) Permitted Primary Material Types §153.062 (O)(2): Thin brick (All buildings).
- 10) Front Property Line Coverage §153.062 (O)(2): Property line coverage to be 64% along Dale Drive (H1 East); and 48% Dale Drive (H3 East).
- 11) Occupation of Corner §153.062 (O)(2): No occupation of the building in the corner at Dale/Tuller Ridge (H1 East); building in the corner at Mooney/Tuller Ridge (H1 West); and building in the corner at Dale Drive and Larimer Street or Dale Drive and John Shields Parkway (H3 East).
- 12) Street Façade Transparency §153.062 (O)(2): Street façade transparency to be:
  - 1<sup>st</sup> Floor Tuller Ridge South: 15%;
  - 3<sup>rd</sup> Floor Tuller Ridge South: 16%;
  - 1<sup>st</sup> Floor Mooney West: 17% (Building H1 West and repeated elevations);
  - 1<sup>st</sup> Floor Larimer North: 17%;
  - 3<sup>rd</sup> Floor Larimer North: 18% (H2 East and repeated elevations);
  - 1<sup>st</sup> Floor Mooney West: 18%;
  - 1<sup>st</sup> Floor Larimer South: 18%;
  - 1<sup>st</sup> Floor Larimer South: 18%;
  - 3<sup>rd</sup> Floor Larimer South: 18%;
  - 1<sup>st</sup> Floor John Shields North: 16%;
  - 3<sup>rd</sup> Floor John Shields North: 16% (H3 West and repeated elevations).





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17-055SPR**

**John Shields Parkway/Dale Drive  
Site Plan Review**

- 13) Non-Street Façade Transparency §153.062 (O)(2): Non-street façade transparency to be:
- 1<sup>st</sup> Floor Passage West: 12%; 1<sup>st</sup> Floor Motor Court West: 10%;
  - 2<sup>nd</sup> Floor Motor Court West: 12%; 1<sup>st</sup> Floor Motor Court North: 8%;
  - 2<sup>nd</sup> Floor Motor Court North: 12%; 1<sup>st</sup> Floor Motor Court South: 7%;
  - 2<sup>nd</sup> Floor Motor Court South: 14%;
  - All Floors Motor Court East: 0% (H1 East and repeated elevations);
  - 1<sup>st</sup> Floor Passage West: 9%; 1<sup>st</sup> Floor Motor Court West: 10%;
  - 2<sup>nd</sup> Floor Motor Court West: 12%;
  - 1<sup>st</sup> Floor Motor Court North: 8%; 2<sup>nd</sup> Floor Motor Court North: 12%;
  - 1<sup>st</sup> Floor Motor Court South: 7%; 2<sup>nd</sup> Floor Motor Court South: 14%;
  - All Floors Motor Court East: 0% (H2 East and repeated elevations);
  - 1<sup>st</sup> Floor Passage East: 10%; 3<sup>rd</sup> Floor Passage East: 13%;
  - 1<sup>st</sup> Floor Motor Court East: 7%; 2<sup>nd</sup> Floor Motor Court East: 11%;
  - 3<sup>rd</sup> Floor Motor Court East: 12%; 1<sup>st</sup> Floor Motor Court North: 7%;
  - 2<sup>nd</sup> Floor Motor Court North: 11%; 3<sup>rd</sup> Floor Motor Court North: 12%;
  - 1<sup>st</sup> Floor Motor Court South: 7%; 2<sup>nd</sup> Floor Motor Court South: 11%;
  - 3<sup>rd</sup> Floor Motor Court South: 12% (H1 West and repeated elevations);
  - 1<sup>st</sup> Floor Passage East: 9%; 1<sup>st</sup> Floor Motor Court East: 10%;
  - 2<sup>nd</sup> Floor Motor Court East: 13%; 1<sup>st</sup> Floor Motor Court North: 8%;
  - 2<sup>nd</sup> Floor Motor Court North: 13%; 1<sup>st</sup> Floor Motor Court South: 8%;
  - 2<sup>nd</sup> Floor Motor Court South: 13%;
  - All Floors Motor Court West: 0% (H2 West and repeated elevations);
  - 1<sup>st</sup> Floor Passage West: 9%; 1<sup>st</sup> Floor Motor Court West: 10%;
  - 2<sup>nd</sup> Floor Motor Court West: 12%; 1<sup>st</sup> Floor Motor Court North: 8%;
  - 2<sup>nd</sup> Floor Motor Court North: 12%; 1<sup>st</sup> Floor Motor Court South: 7%;
  - 2<sup>nd</sup> Floor Motor Court South: 14%;
  - All Floors Motor Court East: 0% (H3 East and repeated elevations);
  - 1<sup>st</sup> Floor Passage East: 9%; 1<sup>st</sup> Floor Motor Court East: 10%;
  - 2<sup>nd</sup> Floor Motor Court East: 13%; 1<sup>st</sup> Floor Motor Court North: 8%;
  - 2<sup>nd</sup> Floor Motor Court North: 13%; All Floors Motor Court West: 0%;
  - 1<sup>st</sup> Floor Motor Court South: 7%; 2<sup>nd</sup> Floor Motor Court South: 14%;
  - All Floors Motor Court East: 0% (H3 West and repeated elevations).
- 14) Blank Wall Limitations §153.062 (O)(2): To allow blank walls at:
- H1-03 and H1-12—All Stories East Elevation;
  - H1-01 and H1-14—All Stories West Elevation (Building H1 East and repeated elevations);
  - H1-17—1<sup>st</sup> Story North Elevation; H1-23—1<sup>st</sup> Story South Elevation;
  - H1-24 and H1-16--All Stories West Elevation; H1-25 and H1-15--All Stories East Elevation (Building H1 West and repeated elevations); H2-01 and H2-10—All Stories West Elevation; and H2-02 and H2-09—All Stories East Elevation (Building H2 East and repeated elevations);
  - H2-13 and H2-22—All Stories West Elevation; H2-12 and H2-22—All Stories East Elevation (Building H2 West and repeated elevations);
  - H3-01 and H3-11—All Stories West Elevation; H3-02—All Stories East Elevation; and H3-11—3<sup>rd</sup> Story East Elevation (Building H3 East and repeated elevations).
  - 10 Units face interior Motor Court (Building H2 West and repeated elevations).





## RECORD OF ACTION

# Planning & Zoning Commission

Thursday, July 13, 2017 | 6:30 pm

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

**3. BSD SRN - Bridge Park Block H  
17-055SPR**

**John Shields Parkway/Dale Drive  
Site Plan Review**

- 15) Parking Lot Façade; Entrances §153.062 (O)(2): To allow no entrances for:  
12 Units facing interior Motor Court (Building H1 East and repeated elevations);  
10 Units facing interior Motor Court (Building H1 West and repeated elevations);  
10 Units face interior Motor Court (Building H2 East and repeated elevations);
- 16) Permitted Primary Materials §153.062 (O)(2). Required: Minimum primary materials must be at least 80%. Requested: To allow primary material percentage to be East Dale: 70%; North Motor Court: 17%; West Motor Court: 11%; East Motor Court: 19%; South Motor Court: 16% (H1 East and repeated elevations); East Dale: 61%; West Passage: 76%; West Motor Court: 11%; North Motor Court: 17%; West Motor Court: 11%; East Motor Court: 16%; South Motor Court: 17% (H2 East and repeated elevations); West Mooney Street: 66%; North Motor Court: 16%; West Motor Court: 11%; East Motor Court: 16%; South Motor Court: 17% (H1 West and repeated elevations); North Motor Court Elev.16%; West Motor Court Elev.—11%; East Motor Court Elev.—16%; South Motor Court Elev.—17% (H2 West and repeated elevations); East Dale: 70%; South Motor Court: 16%; East Motor Court: 19%; West Motor Court: 11%; North Motor Court: 17% (Building H3 East and repeated elevations); North John Shields: 74%; West Passage: 71%; South Motor Court: 25%; East Motor Court: 25%; West Motor Court: 25%; North Motor Court: 25% (H3 West and Repeated elevations).
- 17) Vertical Increments §153.062 (O)(2). Required: Every two units or no greater than every 40-feet. Requested: maximum vertical increments to be at 43.85 ft. at East Elevation of Motor Court (Building H3 East and repeated elevations); at 43.5 ft. at East Elevation of Motor Court (Building H3 West and repeated elevations).
- 18) Minimum Finished Floor Elevation §153.062 (O)(2). Required: Minimum Finished Floor Elevation required 2.5 ft. above the adjacent sidewalk elevation. Requested: To allow finished floor elevations to be at <2.5 ft. above adjacent sidewalk: H1-01: 2.35 ft.; H1-02: 2.33 ft.; H1-03: 1.69 ft.; H1-08: 2.20 ft.; H1-09: 2.25 ft.; H1-12: 2.17 ft.; H1-22: 1.75 ft. (Building H1); H2-08: 2.35'; H2-09: 2.33 ft.; H2-10: 1.97'; H2-11: 1.88'; H2-12: 1.63'; H2-13: 2.00'; H2-14: 1.95'; H2-15: 2.04'; H2-16: 2.30' H2-17: 2.46' (Building H2); H3-01: 1.91'; H3-02: 2.30'; H3-06: 2.47'; H3-07: 2.37'; H3-08: 1.92'; H3-09: 1.93'; H3-10: 2.09'; H3-11: 1.25'; H3-12: 2.02'; H3-13: 1.87'; H3-14: 1.86'; H3-18: 1.94'; H3-19: 1.72'; H3-20: 1.80'; H3-21: 1.66'; H3-22: 1.93' (Building H3).

**VOTE:** 6 – 0.

**RESULT:** The Waiver Reviews were approved.

**RECORDED VOTES:**

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





## RECORD OF ACTION

# Planning & Zoning Commission

Thursday, July 13, 2017 | 6:30 pm

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

**3. BSD SRN - Bridge Park Block H  
17-055SPR**

**John Shields Parkway/Dale Drive  
Site Plan Review**

**MOTION #2:** Mr. Brown moved, Mr. Stidhem seconded, to approve the Site Plan Review because it is consistent with previously approved development plans and meets all the applicable review criteria, with three conditions.

- 1) That the applicant define a portion of the courtyard as Public Open Space in order to comply with the Open Space Node shown on Figure 153.063—Neighborhood Standards (6)(d)(2)—Open Space Network;
- 2) That the applicant be required to submit construction details for the surface parking lot to the satisfaction of staff, prior to building permit approval; and
- 3) That the applicant remove the off-street parking spaces from the parking count on the site plan.

\*Russ Hunter agreed to the above conditions.

**VOTE:** 6 – 0.

**RESULT:** This Site Plan Review was approved.

**RECORDED VOTES:**

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

**STAFF CERTIFICATION**

Lori Burchett, AICP  
Planner II



- 2) That the applicant continues to refine the architectural details and Building type requirements, as part of the Site Plan Review;
- 3) That the applicant revise the civil drawings to coordinate with the proposed property configuration, prior to filing for a Site Plan Review;
- 4) That the applicant continue to work with staff on the location of the northern access point with the Site Plan Review;
- 5) That the applicant provide an updated tree survey and tree preservation/replacement plan with the Site Plan Review;
- 6) That the applicant submit a Parking Plan for the proposed adjustment with the Site Plan Review, and;
- 7) That final details regarding landscaping, lighting, utilities, and stormwater management be provided with the Site Plan Review.

The Chair asked the applicant if they agreed with the seven conditions. Steven Roberts agreed.

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

### **Motion and Vote**

Mr. Brown moved, Mr. Miller seconded, to designate the Planning and Zoning Commission as the required reviewing body for all future applications, as applicable. The vote was as follows: Ms. De Rosa, yes; Mr. Stidhem, yes; Ms. Salay, yes; Ms. Newell, yes; Mr. Miller, yes; and Mr. Brown, yes. (Approved 6 – 0)

### **3. BSD SRN - Bridge Park Block H 17-055SPR**

### **John Shields Parkway/Dale Drive Site Plan Review**

The Chair, Victoria Newell, said the following application is for a residential development with 64 condominiums in six buildings located within the Bridge Park Development. She said the five-acre site is on the west side of Dale Drive, south of the intersection with John Shields Parkway. She said this is a request for a review and approval of a Site Plan Review under the provisions of Zoning Code Section 153.066.

The Chair swore in anyone intending on addressing the Commission in regard to this case.

Lori Burchett reported the applicant received approval for a Site Plan Review for this project in December 2016. Since then, she said, the applicants have made some changes to the individual units and to the façade. She said the changes did not meet the requirements for a Minor Project Review and therefore requires a new Site Plan Review.

Ms. Burchett presented an aerial view of the site and noted the project is located in Bridge Park, south of John Shields Parkway and north of Tuller Ridge Drive between Dale and Mooney Streets.

Ms. Burchett presented the previously approved site plan that showed 73 townhome units with a pool in the open space area for residents. She then presented the proposed site plan that showed a reduction in units to 64 to enlarge some of the units but the footprint of the buildings is relatively similar to the previously approved plan. She indicated this is change is in response to market demand. She said the applicant has also removed the private pool from the open space.

Ms. Burchett stated the applicant is proposing changes to the exterior facades of the buildings. She explained that some of the porch areas have been redesigned or have shifted location, responding to changes to the interior. She said the materials and overall contemporary aesthetic is similar to the approved plan. She presented site plan elevations for H2 West and H1 West on Mooney Street for comparison. She then presented another example of the proposed changes versus the previously

approved for H1 West and H1 East on Tuller Ridge Drive. She presented previously approved and currently proposed elevations of the auto-court for comparison and noted the significant change here, which is the use of fiber cement panels in the auto-court in place of brick. She said the applicant had found the brick to be quite heavy looking so they felt the fiber cement panels used on the other facades would be an appropriate material replacement.

Ms. Burchett presented the six Administrative Departures approved by the Administrative Review Team that allow for minor deviations from Code requirements within a fixed amount, within 10 percent as required:

- 1) Street Façade Transparency §153.062 (O)(2).
- 2) Non-Street Façade Transparency §153.062 (O)(2).
- 3) Vertical Increments §153.062 (O)(2).
- 4) Minimum Primary Façade Materials §153.062 (O)(2).
- 5) Street Façade Transparency §153.062 (O)(2).
- 6) Off-street Parking Space and Aisle Dimensions §153.065 (4).

Ms. Burchett presented the requested Waivers in detail which included transparency requirements, vertical increments, primary façade materials, blank wall limitations, building variety and building type compatibility, parapet heights, tower quantities, balcony size, lot coverage, first floor information, and aisle dimensions.

Ms. Burchett stated the applicant is requesting approval of 18 Waivers that she presented and reviewed:

- 1) Incompatible Building Types §153.062—Building Types (C)(1). Required: Incompatible building types not permitted. Requested: Incompatible building type on Block G.
- 2) Building Variety §153.062—(K). Required: Building designs must vary from adjacent buildings. Requested: Repeated elevations between buildings.
- 3) Parapet Height §153.062—Roof Type Requirements D(1). Required: Parapets shall be no less than two feet and no more than six feet in height. Requested: Parapet between 0-4 feet in height.
- 4) Parapets continuous §153.062—Roof Type Requirements—(D)(1)(b). Required: Parapets shall wrap around all sides of the building. Requested: Not continuous parapets at locations shown on site plan.
- 5) Tower Quantity §153.062— (D)(4)(a). Required: Only one tower is allowed per building. Requested: Towers at H1 East: 5 Towers, West: 3 Towers; H2 East: 3 Towers, West: 3 Towers; H3 East: 5 Towers, West: 4 Towers (and repeated elevations).
- 6) Projecting sills §153.062— (H)(1)(a). Required: Projecting sills are required within siding clad walls. Requested: No projecting sills on Fiber Cement Panel clad elevations.
- 7) Balcony Size §153.062— (I)(1)(a). Required: Balconies shall be a minimum open area of six feet deep and five feet wide. Requested: Balconies to be 5.33 feet deep and 12.25 feet wide.
- 8) Maximum impervious lot coverage §153.062 (O)(2). Required: Maximum 70% is required. Requested: Impervious coverage to be 76% (entire block) (H1, H2); and 80% (H3).
- 9) Permitted Primary Material Types §153.062 (O)(2). Required: Permitted types include stone, brick. Requested: Thin brick (All buildings).
- 10) Front Property Line Coverage §153.062 (O)(2). Required: Minimum front property line coverage to be at least 75%. Requested: Property line coverage to be 64% along Dale Drive (H1 East); and 48% Dale Drive (H3 East).
- 11) Occupation of Corner §153.062 (O)(2). Required: Occupation is required. Requested: No occupation of the building in the corner at Dale/Tuller Ridge (H1 East); building in the corner at Mooney/Tuller Ridge (H1 West); and building in the corner at Dale Drive and Larimer Street or Dale Drive and John Shields Parkway (H3 East).

- 12) Street Façade Transparency §153.062 (O)(2). Required: Minimum 20% transparency. Requested: To allow street façade transparency to be 1<sup>st</sup> Floor Tuller Ridge South: 15%; 3<sup>rd</sup> Floor Tuller Ridge South: 16%; 1<sup>st</sup> Floor Mooney West: 17% (Building H1 West and repeated elevations); 1<sup>st</sup> Floor Larimer North: 17% ; 3<sup>rd</sup> Floor Larimer North: 18% (H2 East and repeated elevations); 1<sup>st</sup> Floor Mooney West: 18%; 1<sup>st</sup> Floor Larimer South: 18%; 1<sup>st</sup> Floor Larimer South: 18%; 3<sup>rd</sup> Floor Larimer South: 18%; 1<sup>st</sup> Floor John Shields North: 16%; 3<sup>rd</sup> Floor John Shields North: 16% (H3 West and repeated elevations).
- 13) Non-Street Façade Transparency §153.062 (O)(2). Required: Minimum 15% transparency. Requested: To allow non-street façade transparency to be 1<sup>st</sup> Floor Passage West: 12%; 1<sup>st</sup> Floor Motor Court West: 10%; 2<sup>nd</sup> Floor Motor Court West: 12%; 1<sup>st</sup> Floor Motor Court North: 8%; 2<sup>nd</sup> Floor Motor Court North: 12%; 1<sup>st</sup> Floor Motor Court South: 7%; 2<sup>nd</sup> Floor Motor Court South: 14%; All Floors Motor Court East: 0% (H1 East and repeated elevations); 1<sup>st</sup> Floor Passage West: 9%; 1<sup>st</sup> Floor Motor Court West: 10%; 2<sup>nd</sup> Floor Motor Court West: 12%; 1<sup>st</sup> Floor Motor Court North: 8%; 2<sup>nd</sup> Floor Motor Court North: 12%; 1<sup>st</sup> Floor Motor Court South: 7%; 2<sup>nd</sup> Floor Motor Court South: 14%; All Floors Motor Court East: 0% (H2 East and repeated elevations); 1<sup>st</sup> Floor Passage East: 10%; 3<sup>rd</sup> Floor Passage East: 13%; 1<sup>st</sup> Floor Motor Court East: 7%; 2<sup>nd</sup> Floor Motor Court East: 11%; 3<sup>rd</sup> Floor Motor Court East: 12%; 1<sup>st</sup> Floor Motor Court North: 7%; 2<sup>nd</sup> Floor Motor Court North: 11%; 3<sup>rd</sup> Floor Motor Court North: 12%; 1<sup>st</sup> Floor Motor Court South: 7%; 2<sup>nd</sup> Floor Motor Court South: 11%; 3<sup>rd</sup> Floor Motor Court South: 12% (H1 West and repeated elevations); 1<sup>st</sup> Floor Passage East: 9%; 1<sup>st</sup> Floor Motor Court East: 10%; 2<sup>nd</sup> Floor Motor Court East: 13%; 1<sup>st</sup> Floor Motor Court North: 8%; 2<sup>nd</sup> Floor Motor Court North: 13%; 1<sup>st</sup> Floor Motor Court South: 8%; 2<sup>nd</sup> Floor Motor Court South: 13%; All Floors Motor Court West: 0% (H2 West and repeated elevations); 1<sup>st</sup> Floor Passage West: 9%; 1<sup>st</sup> Floor Motor Court West: 10%; 2<sup>nd</sup> Floor Motor Court West: 12%; 1<sup>st</sup> Floor Motor Court North: 8%; 2<sup>nd</sup> Floor Motor Court North: 12%; 1<sup>st</sup> Floor Motor Court South: 7%; 2<sup>nd</sup> Floor Motor Court South: 14%; All Floors Motor Court East: 0% (H3 East and repeated elevations); 1<sup>st</sup> Floor Passage East: 9%; 1<sup>st</sup> Floor Motor Court East: 10%; 2<sup>nd</sup> Floor Motor Court East: 13%; 1<sup>st</sup> Floor Motor Court North: 8%; 2<sup>nd</sup> Floor Motor Court North: 13%; All Floors Motor Court West: 0%; 1<sup>st</sup> Floor Motor Court South: 7%; 2<sup>nd</sup> Floor Motor Court South: 14%; All Floors Motor Court East: 0% (H3 West and repeated elevations).
- 14) Blank Wall Limitations §153.062 (O)(2). Required: No blank walls on elevations. Requested: To allow blank walls at H1-03 and H1-12—All Stories East Elevation; H1-01 and H1-14—All Stories West Elevation (Building H1 East and repeated elevations); H1-17—1<sup>st</sup> Story North Elevation; H1-23—1<sup>st</sup> Story South Elevation; H1-24 and H1-16--All Stories West Elevation. H1-25 and H1-15--All Stories East Elevation (Building H1 West and repeated elevations); H2-01 and H2-10—All Stories West Elevation; and H2-02 and H2-09—All Stories East Elevation (Building H2 East and repeated elevations); H2-13 and H2-22—All Stories West Elevation; H2-12 and H2-22—All Stories East Elevation (Building H2 West and repeated elevations); H3-01 and H3-11—All Stories West Elevation; H3-02—All Stories East Elevation; and H3-11—3<sup>rd</sup> Story East Elevation (Building H3 East and repeated elevations).
- 15) Parking Lot Façade; Entrances §153.062 (O)(2). Required: For parking lot or detached garage, 1 per unit. Requested: To allow no entrances for 12 Units face interior Motor Court (Building H1 East and repeated elevations); 10 Units face interior Motor Court (Building H1 West and repeated elevations); 10 Units face interior Motor Court (Building H2 East and repeated elevations); 10 Units face interior Motor Court (Building H2 West and repeated elevations).
- 16) Permitted Primary Materials §153.062 (O)(2). Required: Minimum primary materials must be at least 80%. Requested: To allow primary material percentage to be East Dale: 70%; North Motor Court: 17%; West Motor Court: 11%; East Motor Court: 19%; South Motor Court: 16% (H1 East and repeated elevations); East Dale: 61%; West Passage: 76%; West Motor Court: 11%; North Motor Court: 17%; West Motor Court: 11%; East Motor Court: 16%; South Motor Court: 17% (H2 East and repeated elevations); West Mooney Street: 66%; North Motor Court: 16%; West Motor Court: 11%; East Motor Court: 16%; South Motor Court: 17% (H1 West and repeated elevations); North Motor Court Elev.16%; West Motor Court Elev.—11%; East Motor Court

Elev.—16%; South Motor Court Elev.—17% (H2 West and repeated elevations); East Dale: 70%; South Motor Court: 16%; East Motor Court: 19%; West Motor Court: 11%; North Motor Court: 17% (Building H3 East and repeated elevations); North John Shields: 74%; West Passage: 71%; South Motor Court: 25%; East Motor Court: 25%; West Motor Court: 25%; North Motor Court: 25% (H3 West and Repeated elevations).

- 17) Vertical Increments §153.062 (O)(2). Required: Every two units or no greater than every 40-feet. Requested: maximum vertical increments to be at 43.85 ft. at East Elevation of Motor Court (Building H3 East and repeated elevations); at 43.5 ft. at East Elevation of Motor Court (Building H3 West and repeated elevations).
- 18) Minimum Finished Floor Elevation §153.062 (O)(2). Required: Minimum Finished Floor Elevation required 2.5 ft. above the adjacent sidewalk elevation. Requested: To allow finished floor elevations to be at <2.5 ft. above adjacent sidewalk: H1-01: 2.35 ft.; H1-02: 2.33 ft.; H1-03: 1.69 ft.; H1-08: 2.20 ft.; H1-09: 2.25 ft.; H1-12: 2.17 ft.; H1-22: 1.75 ft. (Building H1); H2-08: 2.35'; H2-09: 2.33 ft.; H2-10: 1.97'; H2-11: 1.88'; H2-12: 1.63'; H2-13: 2.00'; H2-14: 1.95'; H2-15: 2.04'; H2-16: 2.30' H2-17: 2.46' (Building H2); H3-01: 1.91'; H3-02: 2.30'; H3-06: 2.47'; H3-07: 2.37'; H3-08: 1.92'; H3-09: 1.93'; H3-10: 2.09'; H3-11: 1.25'; H3-12: 2.02'; H3-13: 1.87'; H3-14: 1.86'; H3-18: 1.94'; H3-19: 1.72'; H3-20: 1.80'; H3-21: 1.66'; H3-22: 1.93' (Building H3).

Ms. Burchett reported that the Administrative Review Team recommends approval of all 18 Site Plan Waivers as listed above, finding that the review criteria has been met or is met with conditions.

Ms. Burchett said the ART also recommends approval of the Site Plan Review with three conditions:

- 1) That the applicant define a portion of the courtyard as Public Open Space in order to comply with the Open Space Node shown on Figure 153.063—Neighborhood Standards (6)(d)(2)—Open Space Network;
- 2) That the applicant be required to submit construction details for the surface parking lot to the satisfaction of staff, prior to building permit approval; and
- 3) That the applicant remove the off-street parking spaces from the parking count on the site plan.

Victoria Newell asked if any of the Waivers are new from the previously approved plan to which Ms. Burchett affirmed the Waivers were not new but the percentages are slightly different. Ms. Newell asked if that included the lot coverage percentage. Ms. Burchett said she would defer to the engineer.

Steve Stidhem inquired about the blank wall. Ms. Burchett said if anything, the transparency actually increased slightly and would have reduced the size of the blank wall.

Chris Brown said the biggest change to the units appears to be the amount of fiber cement panels but it is all in the internal courtyard. He indicated he would not like to look at it from his unit but it is not visible to the public.

Ms. Newell said she is disappointed the applicant is changing the brick out for fiber cement panels and perceives it as a negative, to which Mr. Brown agreed.

Ms. De Rosa suggested that the interior courtyard is part of the aesthetics of the overall project so this does change that for her.

The Chair invited the applicant to come forward.

Russell Hunter, 6640 Riverside Drive, Suite 500, said he did not have a formal presentation this evening and is in attendance to answer questions as he does not have anything new to add. He indicated that they have been out there quietly marketing for some time and have seen good success with it. He reported that the change is due to the prospective buyers that are interested in larger units. He said the



applicant is in the process of developing D Block, which is directly to the west of this site and there is a pool going in there. He said it just made more sense to remove the pool from Block H to provide more open space. In terms of the auto-courts, he said they had the opportunity to view them via a virtual tour and it just felt like a fortress with all the brick and it felt like a different material should be introduced. He cited that Bridge Park West has done the same thing and it appears light and feels good over there. He said the fiber cement panels would also provide options for more color that they would not have otherwise.

Mr. Brown asked if this is a condominium association or common maintenance on the outside. Mr. Hunter answered it would be common maintenance.

Mr. Brown asked if all the steel that is being shown is galvanized.

David Keyser, DKB Architects, 52 E. Lynn Street, Columbus, Ohio, said to address Mr. Brown's question, there are two different styles of railings. He said the railings that are shown with the X pattern have an aluminum finish and the horizontal railings working with the cement fiber would also be in an aluminum finish.

Mr. Brown inquired about the structure of the balcony itself. Mr. Keyser answered, in the case of the buff color units, they are creating a post and beam system out of galvanized steel. Mr. Brown indicated he hates rusty steel and is supportive of the use of galvanized steel.

The Chair invited the public to speak [Hearing none.] She moved on to the Commissioner's discussion.

Ms. Newell said she was glad to see the pool eliminated from this block and prefers the open space.

Mr. Brown said he can see the demand for larger units.

#### **Motion and Vote**

Mr. Brown moved, Mr. Miller seconded, to approve the 18 Site Plan Waivers as presented. The vote was as follows: Mr. Stidhem, yes; Ms. Newell, yes; Ms. De Rosa, yes; Ms. Salay, yes; Mr. Miller, yes; and Mr. Brown, yes. (Approved 6 – 0)

The Chair asked the applicant if they agreed with the three conditions to which Mr. Hunter answered affirmatively.

#### **Motion and Vote**

Mr. Brown moved, Mr. Stidhem seconded, to approve the Site Plan Review with three conditions as presented. The vote was as follows: Mr. Miller, yes; Ms. Salay, yes; Ms. De Rosa, yes; Ms. Newell, yes; Mr. Stidhem, yes; and Mr. Brown, yes. (Approved 6 – 0)

#### **4. PUD - McKitrick, Subarea 1A - Dublin City Schools 17-059Z/PDP/FDP**

#### **5175 Emerald Parkway Rezoning/Preliminary Development Plan Final Development Plan**

~~The Vice Chair, Chris Brown, said the following application is a rezoning of 10.71 acres from PUD (McKitrick, Subarea 1) to PUD (McKitrick, Subarea 1A) to permit educational uses. He said the site is on the south side of Emerald Parkway, approximately 600 feet east of the intersection with Coffman Road. He said this is a request for a review and recommendation of approval to City Council for a Rezoning with a Preliminary Development Plan under the provisions of Zoning Code Section 153.050 and a review and approval of a Final Development Plan under the provisions of Zoning Code Section 153.050. He stated~~



# RECORD OF DETERMINATION

## Administrative Review Team

Thursday, July 6, 2017

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

- 2. BSD SRN – Bridge Park Block H** **John Shields Parkway/Dale Drive**  
**17-055SPR** **Site Plan Review**
- Proposal: Proposal for a residential development with 64 condominiums in six buildings located within the Bridge Park Development. The 5-acre site is on the west side of Dale Drive, south of the intersection with John Shields Parkway.
- Request: Review and recommendation of approval to the Planning and Zoning Commission for a Site Plan Review under the provisions of Zoning Code §153.066.
- Applicant: Crawford-Hoying Development Partners represented by James Peltier, EMH&T.
- Planning Contact: Lori Burchett, AICP, Planner II; (614) 410-4656, lburchett@dublin.oh.us

### REQUEST 1: ADMINISTRATIVE DEPARTURES

1. §153.062(O)(2)—Single Family Attached Building—Street Façade Transparency. Minimum 20% transparency required. **Requested:** 19% on third floor Mooney (Building H1 West and repeated elevations); 18% on first floor at Tuller Ridge South (Building H1 East and repeated elevations); 18% on first floor at Larimer North (Building H2 West and repeated); 18% at 1<sup>st</sup> floor Larimer South and 1<sup>st</sup> floor John Shields North (Building H3 East and repeated elevations).
2. §153.062(O)(2)—Single Family Attached Building—Non-Street Façade Transparency. Minimum 15% transparency required. **Requested:** 14% on 2<sup>nd</sup> Floor Motor Court, West (Building H1 East and repeated elevations).
3. §153.062(O)(2)—Single Family Attached Building—Vertical Increments Required (location on principal structure). Required every two units or no greater than every 40-feet. **Requested:** Max vertical increment 42.71 ft. at West Elevation of Motor Court (Building H1 East and repeated elevations); Max vertical increment 42.71 ft. at East Elevation of Motor Court (Building H1 West and repeated elevations); Max vertical increment 42.7 ft. at East Elevation of Motor Court (Building H2 East and repeated elevations); 43.6 ft. at East Elevation of Motor Court (Building H2 West and repeated); Max vertical increment 43.6 ft. at East Elevation of Motor Court (Building H2 West and repeated elevations).
4. §153.062(O)(2)—Single Family Attached Building— Minimum Primary Façade Materials. Minimum 80% of primary façade materials required. **Requested:** South Tuller Ridge Elevation: 76%; West Passage: 75% and North Courtyard Elevation: 79% (Building H1 East and repeated elevations); West Mooney Elevation: 76% (Building H2 West and repeated elevations); North Larimer Elevation: 79% and West Passage: 76% (Building H2 East and repeated elevations); and South Larimer Elevation—76%; and North John Shields Elevation—78% (Building H3 East and repeated elevations) North John Shields: 74%; West Passage: 78% (Building H3 West and repeated elevations).



2. **BSD SRN – Bridge Park Block H  
17-055SPR**

**John Shields Parkway/Dale Drive  
Site Plan Review**

5. §153.062(O)(2)—Single Family Attached Building—Street Façade Transparency—Minimum 20% transparency required. **Requested:** 1st Floor Mooney West: 19% (Building H1 West and repeated elevations). 1st Floor Mooney West: 19% (Building H1 West and repeated elevations). 1st Floor Larimer South: 18%; 1st Floor John Shields North: 18% (Building H3 East and repeated elevations). Proposed: 3rd Floor Mooney West: 19%; 3rd Floor Larimer South: 19% (Building H3 West and repeated elevations).
6. §153.065(4)—Site Development Standards—Off-street parking space and aisle dimensions. Required off-street parking drive aisles for two-way circulation with 90 degree spaces must be 22 feet wide. **Requested:** H1 Motor Court: Entrance aisle width from Tuller Ridge ±20.50 ft.; H2 Motor Court: Entrance aisle width from Larimer Street ±20.50 ft.; H3 Motor Court: Entrance aisle width from Larimer Street ±20.50 ft.; Drive aisle width between pool building and central island ±20.30 ft.; Drive aisle width between central island and all islands between unit garages ±20 ft.

**Determination:** The six Administrative Departures were approved.

**REQUEST 2: SITE PLAN WAIVERS**

Request for an approval recommendation to the Planning and Zoning Commission for 18 Site Plan Waivers:

1. §153.062(C)(1)—Building Types—Incompatible Building Types: Incompatible building types are not permitted directly across the street from one another or on the same block face (required). **Requested:** Across from a Corridor Building on Block G along Tuller Drive.
2. §153.062(K) —Building Types Building Variety- Building designs must vary from adjacent buildings by the type of dominant material (or color, scale or orientation of that material)(required). **Requested:** Building façade styles are repeated between the three buildings.
3. §153.062(D)(1)—Roof Type Requirements—Parapets shall be no less than two feet and no more than six feet in height (required). **Requested:** parapet varies in height from 0 feet adjacent to rooftop amenity areas and four feet in other areas.
4. §153.062 (D)(1)(b)—Roof Type Requirements—Parapets continuous: Parapets shall wrap around all sides of the building (required). **Requested:** Not continuous in several locations, typically at amenity deck where metal railings are proposed.
5. §153.062(D)(4)(a)—Quantity—Only one tower is allowed per building (required). **Requested:** H1 East: 5 Towers, West: 3 Towers; H2 East: 3 Towers, West: 3 Towers; H3 East: 5 Towers, West: 4 Towers (and repeated elevations).
6. §153.062(H)(1)(a)—Projecting sills— Projecting sills are required within siding clad walls (required). **Requested:** No projecting sills or trim on Fiber Cement Panel clad elevations.
7. §153.062(I)(1)(a)—Balcony Size—Balconies shall be a minimum open area of six feet deep and five feet wide (required). **Requested:** 5.33 feet deep and 12.25 feet wide.
8. §153.062(O)(2)—Single Family Attached Building—Maximum impervious lot coverage. Maximum 70% is required. **Requested:** 76% (entire block) (H1, H2); and 80% (H3).

2. **BSD SRN – Bridge Park Block H  
17-055SPR**

**John Shields Parkway/Dale Drive  
Site Plan Review**

9. §153.062(O)(2)—Single Family Attached Building—Permitted Primary Material types. Permitted types include stone, brick (required). **Requested:** thin brick (All buildings).
10. §153.062(O)(2)—Single Family Attached Building—Front Property Line Coverage. Minimum front property line coverage to be at least 75% (required). **Requested:** 64% along Dale Drive (H1 East); and 48% Dale Drive (H3 East).
11. §153.062(O)(2)—Single Family Attached Building—Occupation of Corner Required—Occupation is required. **Requested:** No occupation of the building in the corner at Dale/Tuller Ridge (H1 East). No occupation of the building in the corner at Mooney/Tuller Ridge (H1 West). No occupation of the building in the corner at Dale Drive and Larimer Street or Dale Drive and John Shields Parkway (H3 East).
12. §153.062(O)(2)—Single Family Attached Building—Street Façade Transparency. Minimum 20% transparency required. **Requested:** 1st Floor Tuller Ridge South: 15%; 3rd Floor Tuller Ridge South: 16%; 1st Floor Mooney West: 17% (Building H1 West and repeated elevations); 1st Floor Larimer North: 17%; 3rd Floor Larimer North: 18% (H2 East and repeated elevations); 1st Floor Mooney West: 18%; 1st Floor Larimer South: 18%; 1st Floor Larimer South: 18%; 3rd Floor Larimer South: 18%; 1st Floor John Shields North: 16%; 3rd Floor John Shields North: 16% (H3 West and repeated elevations).
13. §153.062(O)(2)—Single Family Attached Building—Non-Street Façade Transparency. Minimum 15% transparency required. **Requested:** 1st Floor Passage West: 12%; 1st Floor Motor Court West: 10%; 2nd Floor Motor Court West: 12%; 1st Floor Motor Court North: 8%; 2nd Floor Motor Court North: 12%; 1st Floor Motor Court South: 7%; 2nd Floor Motor Court South: 14%; All Floors Motor Court East: 0% (H1 East and repeated elevations); 1<sup>st</sup> Floor Passage West: 9%; 1<sup>st</sup> Floor Motor Court West: 10% 2<sup>nd</sup> Floor Motor Court West: 12%; 1st Floor Motor Court North: 8%; 2nd Floor Motor Court North: 12%; 1<sup>st</sup> Floor Motor Court South: 7%; 2<sup>nd</sup> Floor Motor Court South: 14%; All Floors Motor Court East: 0% (H2 East and repeated elevations); 1st Floor Passage East: 9%; 3rd Floor Passage East: 12%; 1st Floor Motor Court East: 10%; 2nd Floor Motor Court East: 12%; 3rd Floor Motor Court East: 12%; 1st Floor Motor Court North: 8%; 2nd Floor Motor Court North: 13%; 3rd Floor Motor Court North: 8%; 1st Floor Motor Court South: 8%; 2nd Floor Motor Court South: 13%; 3rd Floor Motor Court South: 13% (H1 West and repeated elevations); 1st Floor Passage East: 9%; 1st Floor Motor Court East: 10%; 2nd Floor Motor Court East: 13%; 1st Floor Motor Court North: 8%; 2nd Floor Motor Court North: 13%; 1st Floor Motor Court South: 8%; 2nd Floor Motor Court South: 13%; All Floors Motor Court West: 0% (H2 West and repeated elevations); 1st Floor Passage West: 1st Floor Passage West: 9%; 1st Floor Motor Court West: 10%; 2nd Floor Motor Court West: 12%; 1st Floor Motor Court North: 8%; 2nd Floor Motor Court North: 12%; 1st Floor Motor Court South: 7%; 2nd Floor Motor Court South: 14%; All Floors Motor Court East: 0% (H3 East and repeated elevations); 1st Floor Passage East: 10%; 3rd Floor Passage East: 13%; 1st Floor Motor Court South: 6%; 2nd Floor Motor Court South: 11%; 3rd Floor Motor Court South: 12%; 1st Floor Motor Court West: 6%; 2nd Floor Motor Court West: 11%; 3rd Floor Motor Court West: 12%; 1st Floor Motor Court North: 6%; 2nd Floor Motor Court North: 11%; 3rd Floor Motor Court North: 12% (H3 West and repeated elevations).

2. **BSD SRN – Bridge Park Block H  
17-055SPR**

**John Shields Parkway/Dale Drive  
Site Plan Review**

14. §153.062(O)(2)—Single Family Attached Building—Blank Wall Limitations: No blank walls on elevations (required). **Requested:** H1-03 and H1-12—All Stories East Elevation; H1-01 and H1-14—All Stories West Elevation (Building H1 East and repeated elevations); H1-17—1st Story North Elevation; H1-23—1st Story South Elevation; H1-24 and H1-16--All Stories West Elevation. H1-25 and H1-15--All Stories East Elevation (Building H1 West and repeated elevations); H2-01 and H2-10—All Stories West Elevation; and H2-02 and H2-09—All Stories East Elevation (Building H2 East and repeated elevations); H2-13 and H2-22—All Stories West Elevation; H2-12 and H2-22—All Stories East Elevation (Building H2 West and repeated elevations); H3-01 and H3-11—All Stories West Elevation; H3-02—All Stories East Elevation; and H3-11—3rd Story East Elevation (Building H3 East and repeated elevations).
15. §153.062(O)(2)—Single Family Attached Building—Parking Lot Façade, Number of entrances required. For parking lot or detached garage, 1 per unit (required). **Requested:** 12 Units face interior Motor Court (Building H1 East and repeated elevations); 10 Units face interior Motor Court (Building H1 West and repeated elevations); 10 Units face interior Motor Court (Building H2 East and repeated). 10 Units face interior Motor Court (Building H2 West and repeated elevations).
16. §153.062(O)(2)—Single Family Attached Building—Permitted Primary material. Minimum primary materials must be at least 80% (required). **Requested:** East Dale: 70%; North Motor Court: 17%; West Motor Court: 11%; East Motor Court: 19%; South Motor Court: 16% (H1 East and repeated elevations); East Dale: 61%; West Passage: 76%; North Motor Court: 15%; West Motor Court: 15%; East Motor Court: 15%; South Motor Court: 15% (H2 East and repeated elevations); West Passage: 77%; North Motor Court: 25%; West Motor Court: 26%; East Motor Court: 25%; South Motor Court: 25% (H1 West and repeated elevations); North Motor Court Elev. 16%; West Motor Court Elev.—11%; East Motor Court Elev.—16%; South Motor Court Elev.—17% (H2 West and repeated elevations); East Dale: 70%; South Motor Court: 16%; East Motor Court: 19%; West Motor Court: 11%; North Motor Court: 17% (Building H3 East and repeated elevations); West Mooney Street: 71%; North John Shields: 74%; West Passage: 78%; South Motor Court: 6%; East Motor Court: 6%; West Motor Court: 6%; North Motor Court: 6% (H3 West and repeated elevations).
17. §153.062(O)(2)—Single Family Attached Building—Vertical Increments Required (location on principal structure). Required every two units or no greater than every 40-feet (required). **Requested:** Max vertical increment at 43.85 ft. at East Elevation of Motor Court (Building H3 East and repeated elevations); at 43.5 ft. at East Elevation of Motor Court (Building H3 West and repeated elevations).
18. §153.062(O)(2)—Single Family Attached Building—Minimum Finished Floor Elevation required 2.5 ft. above the adjacent sidewalk elevation (required). **Requested:** The following units are <2.5 ft. above adjacent sidewalk: H1-01: 2.35 ft.; H1-02: 2.33 ft.; H1-03: 1.69 ft.; H1-08: 2.20 ft.; H1-09: 2.25 ft.; H1-12: 2.17 ft.; H1-22: 1.75 ft. (Building H1); H2-08: 2.35'; H2-09: 2.33 ft.; H2-10: 1.97'; H2-11: 1.88'; H2-12: 1.63'; H2-13: 2.00'; H2-14: 1.95'; H2-15: 2.04'; H2-16: 2.30'; H2-17: 2.46' (Building H2); H3-01: 1.91'; H3-02: 2.30'; H3-06: 2.47'; H3-07: 2.37'; H3-08: 1.92'; H3-09: 1.93'; H3-10: 2.09' H3-11: 1.25'; H3-12: 2.02'; H3-13: 1.87'; H3-14: 1.86'; H3-18: 1.94'; H3-19: 1.72'; H3-20: 1.80' H3-21: 1.66'; H3-22: 1.93' (Building H3)

**Determination:** The 18 Site Plan Waivers were recommended for approval to the Planning and Zoning Commission as part of the Site Plan Review.

**REQUEST 3: SITE PLAN REVIEW**

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

- 1) That the applicant will define a portion of the courtyard as Public Open Space in order to comply with the Open Space Node shown on Figure 153.063(6)(d)(2)—Neighborhood Standards—Open Space Network;
- 2) That the applicant will submit construction details for the surface parking lot to the satisfaction of staff, prior to building permit approval; and
- 3) That the applicant will remove the off-street parking spaces from the parking count on the site plan.

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

**STAFF CERTIFICATION**



Jennifer M. Rauch, AICP  
Planning Manager

3. Parking Location
4. Ground-Story Height
5. On-Site Parking
6. Mid-Block Pedestrianway

Mr. Stang said a recommendation of approval to the Planning and Zoning Commission for a Basic Plan Review is recommended with seven conditions:

- 1) The applicant submit a Preliminary and Final Plat either prior to, or concurrently with, the Site Plan Review;
- 2) The applicant continue to refine the architectural details and Building Type requirements, as part of the Site Plan Review;
- 3) That the applicant revise the civil drawings to coordinate with the proposed property configuration, prior to filing for a Site Plan Review;
- 4) That the applicant continue to work with staff on the location of the northern access point with the Site Plan Review;
- 5) That the applicant provide an updated tree survey and tree preservation/replacement plan with the Site Plan Review;
- 6) That the applicant submit a Parking Plan for the proposed adjustment with the Site Plan Review; and,
- 7) That final details regarding landscaping, lighting, utilities and stormwater management be provided with the Site Plan Review.

Donna Goss asked if there were any questions or concerns regarding this application. [There were none.] She called for a vote, the motion carried, and the Basic Plan Review was recommended for approval by the ART and forwarded to the Planning and Zoning Commission for the meeting on July 13th.

## **2. BSD SRN – Bridge Park Block H 17-055SPR**

## **John Shields Parkway/Dale Drive Site Plan Review**

Lori Burchett said this is a proposal for a residential development with 64 condominiums in six buildings located within the Bridge Park Development. She noted the 5-acre site is on the west side of Dale Drive, south of the intersection with John Shields Parkway. She said this is a request for review and recommendation of approval to the Planning and Zoning Commission for a Site Plan Review under the provisions of Zoning Code §153.066.

Ms. Burchett reported that on December 1, 2016, the Planning and Zoning Commission approved a Site Plan Review for Block H (16-097SPR-BSD) for 73 Townhome Units and related site improvements. She said changes have been proposed since that original Site Plan was approved that include:

- Use of fiber cement as a primary material on interior façades facing the auto-court
- Reduction of the total number of units from 73 to 64 units
- Relocation of balcony areas on some units
- Second story balcony and porch designs

Ms. Burchett indicated the contemporary architecture has not changed and is consistent throughout all six buildings.

Ms. Burchett said approval is recommended for six Administrative Departures and noted the details can be found in the Planning Report:

1. Street Façade Transparency
2. Non-Street Façade Transparency
3. Vertical Increments
4. Minimum Primary Façade Materials
5. Street Façade Transparency
6. Off-street parking space and aisle dimensions

Ms. Burchett said a recommendation of approval to the Planning and Zoning Commission for 18 Site Plan Waivers as part of the Site Plan Review is recommended:

1. Incompatible Building Types §153.062(C)(1) — Building Types
2. Building Variety §153.062(K)
3. Parapet Height §153.062 D(1) — Roof Type Requirements
4. Parapets Continuous §153.062(D)(1)(b) — Roof Type Requirements
5. Tower Quantity §153.062(D)(4)(a)
6. Projecting Sills §153.062(H)(1)(a)
7. Balcony Size §153.062(I)(1)(a)
8. Maximum Impervious Lot Coverage §153.062(O)(2)
9. Permitted Primary Material Types §153.062(O)(2)
10. Front Property Line Coverage §153.062(O)(2)
11. Occupation of Corner §153.062(O)(2)
12. Street Façade Transparency §153.062(O)(2)
13. Non-Street Façade Transparency §153.062(O)(2)
14. Blank Wall Limitations §153.062(O)(2)
15. Parking Lot Façade; Entrances §153.062(O)(2)
16. Permitted Primary Materials §153.062(O)(2)
17. Vertical Increments §153.062(O)(2)
18. Minimum Finished Floor Elevation §153.062(O)(2)

Ms. Burchett said the calculated percentages for this proposal are similar to the original application and, in some cases, the transparency numbers increased, which is an improvement. She noted the only Waiver not found on the first Site Plan Review is for Building Variety.

Ms. Burchett said a recommendation of approval to the Planning and Zoning Commission for a Site Plan Review is recommended with three conditions similar to what was approved at the original Site Plan Review:

- 1) That the applicant will define a portion of the courtyard as Public Open Space in order to comply with the Open Space Node shown on Figure 153.063(6)(d)(2) — Neighborhood Standards — Open Space Network;
- 2) That the applicant will submit construction details for the surface parking lot to the satisfaction of staff, prior to building permit approval; and
- 3) That the applicant will remove the off-street parking spaces from the parking count on the site plan.

Aaron Stanford asked for clarification on condition #1, which Ms. Burchett provided.

Donna Goss asked if there were any further questions or concerns regarding this application. [There were none.] She called for a vote, the motion carried, and the 6 Administrative Departures were approved. She called for a vote, the motion carried, and the Site Plan Review was forwarded to the Planning and Zoning Commission as a recommendation of approval by the ART with 18 Waivers and 3 conditions.



## **CASE REVIEW**

### **4. BSD SRN – Bridge Park Block H 17-055SPR**

### **John Shields Parkway/Dale Drive Site Plan Review**

Lori Burchett said this is a proposal for a residential development with 64 condominiums in six buildings located within the Bridge Park Development. She said the 5-acre site is on the west side of Dale Drive, south of the intersection with John Shields Parkway. She said this is a request for a review and recommendation of approval to the Planning and Zoning Commission for a Site Plan Review under the provisions of Zoning Code §153.066.

Ms. Burchett said exterior changes are being proposed that are a departure from the Basic Plan that was approved. She stated the changes include the deck space, auto court, and the most significant change is the introduction of cement panels instead of brick in the auto courts to break up the amount of brick used. She reported that Staff reviewed the changes and identified quite a few interior changes this would affect. She noted the corners were upgraded architecturally, which changed the footprint. She said she has outlined the potential Waivers for the applicant's review and suggested they double check some of their calculations. She added the pool has been removed from the open space but did not anticipate that to be an issue. She emphasized that the aesthetic character in all areas is being maintained.

Aaron Stanford asked if changes were made to the garages. David Keyser, DKB Architects, answered they improved the maneuverability in the garage by increasing the turning radius in the auto court by combining the two smallest units and creating a porch.

Vince Papsidero asked if there were any further questions or concerns regarding this application. [There were none.] He stated the recommendation of the ART is scheduled for the next meeting on July 6.

## **ADJOURNMENT**

Vince Papsidero asked if there were any additional administrative issues or other items for discussion. [There were none.] He adjourned the meeting at 2:25 pm.

As approved by the Administrative Review Team on July 6, 2017.

## **INTRODUCTIONS**

### **5. ID-3 – Vadata, Building 3 17-027WID-DP**

### **6645 Crosby Court Development Plan Review**

Nichole Martin said this is a proposal for construction of a third data center building and associated site improvements on a 68-acre parcel within the West Innovation District. She said the site is approximately 800 feet south of the intersection of Crosby Court and SR 161. She said this is a request for a review and approval for a Development Plan under the provisions of Zoning Code §153.042(D).

Ms. Martin stated this proposal contains a 150,000-square-foot building for a data center and a small office that includes bike parking and 42 parking spaces. She said this third building was reviewed as the ART worked through the proposal for the second building and all the landscaping was approved with the first building that included a fence, a landscape buffer, and mounding, which is identical to building 2.

Ms. Martin requests some variations, otherwise the first building would stand out from the second and third buildings. The ART indicated they would like to know what the applicant plans for buildings four and five first to obtain a more cohesive plan.

Ms. Martin stated the ART's determination is scheduled for their next meeting on June 22, 2017.

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

### **6. BSD SRN – Bridge Park Block H 17-055SPR**

### **John Shields Parkway/Dale Drive Site Plan Review**

Lori Burchett said this is a proposal for a residential development with 64 condominiums in six buildings located within the Bridge Park Development. She said the 5-acre site is on the west side of Dale Drive, south of the intersection with John Shields Parkway. She said this is a request for a review and recommendation of approval to the Planning and Zoning Commission for a Site Plan Review under the provisions of Zoning Code §153.066.

Ms. Burchett said exterior changes are being proposed that are a departure from the Site Plan that was approved. She stated the changes include the deck space, auto court, and the introduction of cement panels instead of brick in certain areas to break up the amount of brick used but the character will stay intact; this will require new Waivers. She added the pool has been removed from the open space but again, the aesthetic character is being maintained.

Nelson Yoder, Crawford Hoying Development Partners, introduced Eric Casto as a new member of their team. He explained that these changes create larger entertaining spaces. He noted that many of the units were missing the three-car component so smaller units were combined to accommodate this, which also changed the configurations of the corners. He said these changes were made based on the testing in the marketplace.

David Keyser, DKB Architects, referred to the rendered elevation where they have units combined to appear a tan brick color. He said they also changed the porches and balconies to appear very modern by using a galvanized steel structure for the porches and steel stringers and concrete for the stairs leading up to the porches. He stated the corners were upgraded architecturally to provide major outdoor spaces on the back but it is not accessible to the main living space. He concluded the public spaces were brought forward to activate the street and create a dynamic relationship.

Vince Papsidero asked what was behind the terraces for the corner units. Mr. Yoder answered an entertaining area in the form of two living rooms, one on the upper floor and one on the lower and both are covered. He added the other porches are now larger at 9 feet by 13 feet, which enables multiple seating areas and full-size dining.

Mr. Krawetzki noted that with the stairs exposed to the street, occupant's property tend to get cluttered underneath and he was concerned it would become unsightly. Mr. Nelson assured him that the homeowner's association would take care of outside appearances. Colleen Gilger asked if the HOA can determine what can be stored on decks to which Mr. Nelson answered they could. He said these are \$300,000 units so he expects the occupants to have high quality items.

Vince 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.

As approved by the Administrative Review Team on July 22, 2017.



## RECORD OF ACTION

# Planning & Zoning Commission

Thursday, December 1, 2016 | 6:30 pm

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

**2. BSD SRN – Bridge Park Block H  
16-097SPR**

**Dale Drive  
Site Plan Review**

Proposal: A residential condominium development with 73 townhome units in six buildings in the Bridge Street District Scioto River Neighborhood on the west side of Dale Drive, South of the intersection with John Shields Parkway.

Request: Review and approval of a Site Plan Review under the provisions of Zoning Code Section 153.066.

Applicant: Crawford-Hoying.

Planning Contact: Lori Burchett, AICP, Planner II.

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

**MOTION#1:** Mr. Brown motioned, Ms. De Rosa seconded to approve the 18 waiver requests because the proposed is consistent with the previously approved development plans and meets all the applicable review criteria.

1. Incompatible Building Types §153.062—Building Types (C)(1).
2. Parapet Height §153.062—Roof Type Requirements D(1).
3. Parapets continuous §153.062—Roof Type Requirements—(D)(1)(b).
4. Tower Quantity §153.062—(D)(4)(a).
5. Projecting sills §153.062— (H)(1)(a).
6. Balcony Size §153.062— (I)(1)(a).
7. Maximum impervious lot coverage §153.062 (O)(2).
8. Permitted Primary Material Types §153.062 (O)(2).
9. Front Property Line Coverage §153.062 (O)(2).
10. Occupation of Corner §153.062 (O)(2).
11. Street Façade Transparency §153.062 (O)(2).
12. Non-Street Façade Transparency §153.062 (O)(2).
13. Blank Wall Limitations §153.062 (O)(2).
14. Parking Lot Façade; Entrances §153.062 (O)(2).
15. Permitted Primary Materials §153.062 (O)(2).
16. Vertical Increments §153.062 (O)(2).
17. Minimum Finished Floor Elevation §153.062 (O)(2).
18. Roof Mounted Mechanical Equipment Screening §153.065 (E)(2).

**VOTE:** 7 – 0.

**RESULT:** The waiver requests were approved.





## RECORD OF ACTION

# Planning & Zoning Commission

Thursday, December 1, 2016 | 6:30 pm

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

**2. BSD SRN – Bridge Park Block H  
16-097SPR**

**Dale Drive  
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#2:** Mr. Brown motioned, Ms. Mitchell seconded to approve the Site Plan Review because the proposed is consistent with the previously approved development plans and meets all the applicable review criteria, with four conditions:

1. Define a portion of the courtyard as Public Open Space in order to comply with the Open Space Node shown on Figure 153.063—Neighborhood Standards (6)(d)(2)—Open Space Network;
2. The applicant will submit construction details for the surface parking lot to the satisfaction of staff, prior to building permit approval;
3. The applicant will remove the off-street parking spaces from the parking count on the site plan; and
4. That the applicant work with staff to ensure the utility meters are fully screened.

\*Russ Hunter agreed with the above conditions.

**VOTE:** 7 – 0.

**RESULT:** The Site Plan Review was 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

**STAFF CERTIFICATION**

Lori Burchett, AICP  
Planner II



**1. WID ID-1 – The Cheer Combine  
16-095CU**

**6419 Old Avery Road  
Conditional Use**

The Chair, Victoria Newell, said the following application is a Conditional Use proposal for an 11,600-square-foot indoor recreation facility within an existing building within the West Innovation District. She said the 1.77-acre site is on the west side of Old Avery Road, approximately 1,050 feet north of the intersection with Shier-Rings Road. She said this is a request for a review and approval of a Conditional Use under the provisions of Zoning Code Section 153.236.

**Motion and Vote**

Mr. Brown motioned, Ms. Mitchell seconded, to approve the Conditional Use. The vote was as follows: Ms. Newell, yes; Ms. Salay, yes; Mr. Miller, yes; Mr. Stidhem, yes; Ms. De Rosa, yes; Ms. Mitchell, yes; and Mr. Brown, yes. (Approved 7 – 0)

**2. BSD SRN – Bridge Park, Block H  
16-097SPR**

**Dale Drive  
Site Plan Review**

The Chair, Victoria Newell, said the following application is for a residential condominium development with 73 townhome units in six buildings in the Bridge Street District on the west side of Dale Drive, South of the intersection with John Shields Parkway. She said this is a request for a review and approval of a Site Plan Review under the provisions of Zoning Code Section 153.066.

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

Lori Burchett said the process for this proposal within the Bridge Street District required two applications; the Basic Plan was approved in June and the proposed Site Plan is being considered this evening. The Site Plan review she said ensures that the details of the project are in compliance with the Basic Plan and ensures that all requirements within the district have been met.

Ms. Burchett presented the Site Plan and explained (future) Larimer Street will run between buildings H2 and H3. She presented the proposed Landscape Plan and noted a larger courtyard gathering space between Buildings H1 and H2 that will include a pool for residents and pathways connecting Mooney and Dale Drives. The proposed architecture was presented, which is contemporary with a mix of materials to add variety and interest along the façade.

Ms. Burchett reported the Administrative Review Team approved six Administrative Departures:

1. §153.062(O)(2)— Street Façade Transparency
2. §153.062(O)(2)— Non-Street Façade Transparency
3. §153.062(O)(2)— Vertical Increments
4. §153.062(O)(2)— Minimum Primary Façade Materials
5. §153.062(O)(2)— Street Façade Transparency
6. §153.065(4)— Off-street parking space and aisle dimensions

Ms. Burchett explained Administrative Departures allow for minor deviations from Code requirements within a fixed amount—generally within 10%.

Ms. Burchett said the applicant is requesting 18 Site Plan Waivers as part of this review. The staff report she said includes details on each of the Waivers and how they are applicable to the reviewing criteria. She highlighted the Waivers as they pertain to the project and explained that some of the Waivers apply to multiple elevations. She presented images that would reflect an example of the Waiver requests.

1. Incompatible Building Types §153.062—Building Types (C)(1).
2. Parapet Height §153.062—Roof Type Requirements D(1).
3. Parapets continuous §153.062—Roof Type Requirements—(D)(1)(b).
4. Tower Quantity §153.062(D)(4)(a).
5. Projecting sills §153.062(H)(1)(a).
6. Balcony Size §153.062(I)(1)(a).
7. Maximum impervious lot coverage §153.062(O)(2).
8. Permitted Primary Material Types §153.062(O)(2).
9. Front Property Line Coverage §153.062(O)(2).
10. Occupation of Corner §153.062(O)(2).
11. Street Façade Transparency §153.062(O)(2).
12. Non-Street Façade Transparency §153.062(O)(2).
13. Blank Wall Limitations §153.062(O)(2).
14. Parking Lot Façade; Entrances §153.062(O)(2).
15. Permitted Primary Materials §153.062(O)(2).
16. Vertical Increments §153.062(O)(2).
17. Minimum Finished Floor Elevation §153.062(O)(2).
18. Roof Mounted Mechanical Equipment Screening §153.065(E)(2).

Ms. Burchett said approval is recommended for the Site Plan Review with three conditions:

- 1) That the applicant define a portion of the courtyard as Public Open Space in order to comply with the Open Space Node shown on Figure 153.063—Neighborhood Standards (6)(d)(2)—Open Space Network;
- 2) That the applicant will submit construction details for the surface parking lot to the satisfaction of staff, prior to building permit approval; and
- 3) That the applicant will remove the off-street parking spaces from the parking count on the site plan.

Chris Brown questioned #9 Waiver. Ms. Burchett clarified building H3 did not extend all the way over because John Shields Parkway is not yet extended.

Steve Stidhem inquired about the layout elements.

Russ Hunter, Crawford Hoying Development Partners, 555 Metro Place, answered the elements he was referring to are window wells. Ms. Burchett added these window wells are not facing the street.

Bob Miller asked about turning into the auto court and getting into the garages. Mr. Hunter said the plans were modified so if a car has a 20-foot clearance, the turn can be made successfully.

Amy Salay asked if there were material sample boards available. She inquired about the mortar colors.

David Keyser, DKB Architects, 53 Lynn Street, presented samples of brick. He said the color palette is all neutral combined with anodized store front systems. He said the mortar for the charcoal brick is dark and the mortar for the buff brick will be natural, providing a monolithic appearance.

Cathy De Rosa inquired about the pool area. Mr. Hunter said a couple of units were eliminated to make room for the pool. He pointed out the green gathering space meant to be left largely natural as a lawn. He said the areas closer to the pool and the gates are more landscaped.

Victoria Newell asked the applicant to elaborate on the plant material that will screen meters.

James Peltier, EMH&T, said there will be some plantings in there but the meters will need to stay accessible and readable by the gas company. Ms. Newell suggested options so they would not be seen at all. She asked that a condition be added for approval that the meters not be visible.

Ms. Newell inquired about the use of CMU (concrete masonry units). Mr. Keyser said it is used in small spaces to protect impact from cars. Ms. Newell said CMU was not any better at strengthening a wall than brick in those instances. She said it looks awkward where the CMU is sleeved in.

The Chair invited public comment. [Hearing none.]

Mr. Brown encouraged the developer to explain the conditions for maneuvering in auto courts/garages to potential buyers. Otherwise he said he liked the garages, the detailing, and materials.

Ms. Newell asked how the CMU walls are detailed to be installed as she is concerned about longevity. She said the brick will contract and expand differently from the CMU. Otherwise, she said the buildings are lovely.

### **Motion and Vote**

Mr. Brown motioned, Ms. De Rosa seconded, to approve the 18 Site Plan Waivers. The vote was as follows: Mr. Miller, yes; Ms. Mitchell, yes; Ms. Salay, yes; Ms. Newell, yes; Mr. Stidhem, yes; Ms. De Rosa, yes; and Mr. Brown, yes. (Approved 7 – 0)

### **Motion and Vote**

Mr. Brown motioned, Ms. Mitchell seconded, to approve the Site Plan Review with four conditions:

- 1) Define a portion of the courtyard as Public Open Space in order to comply with the Open Space Node shown on Figure 153.063—Neighborhood Standards (6)(d)(2)—Open Space Network;
- 2) The applicant will submit construction details for the surface parking lot to the satisfaction of staff, prior to building permit approval;
- 3) The applicant will remove the off-street parking spaces from the parking count on the site plan; and
- 4) That the applicant work with staff to ensure the utility meters are fully screened.

Russ Hunter agreed to the above conditions.

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

### **3. SuperSystem Athletics 16-101CU**

### **6365 Shier Rings Road Conditional Use**

~~The Chair, Victoria Newell, said the following application is a Conditional Use proposal for a 5,700-square-foot indoor recreation facility within an existing building in the Technology Flex District. She said the 2.07-acre site is on the south side of Shier Rings Road, approximately 340 feet east of the intersection with Avery Road. She said this is a request for a review and approval of a Conditional Use under the provisions of Zoning Code Section 153.236.~~

~~Claudia Husak said there was a correction with this proposal. The Chair swore in anyone planning to address the Commission regarding this case.~~





# RECORD OF DETERMINATION

## Administrative Review Team

Thursday, November 17, 2016

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

- 4. BSD SCN - Bridge Park, Block H** **PID: 273-012703**  
**16-097SPR** **Site Plan Review**
- Proposal: Construction of a residential condominium development consisting of 73 townhome units. The site is located on the west side of Dale Drive, south of the intersection with John Shields Parkway.
- Request: Review and recommendation of approval to the Planning and Zoning Commission for a Site Plan Review under the provisions of Zoning Code §153.066.
- Applicant: Brent Crawford, Crawford-Hoying Development Partners.
- Planning Contacts: Lori Burchett, AICP, Planner II; (614) 410-4656, lburchett@dublin.oh.us

### REQUEST 1: ADMINISTRATIVE DEPARTURES

1. §153.062(O)(2)—Single Family Attached Building—Street Façade Transparency. Minimum 20% transparency required; proposed: 19% on first floor at Tuller Ridge South (Building H1 East).
2. §153.062(O)(2)—Single Family Attached Building—Non-Street Façade Transparency. Minimum 15% transparency required; proposed: 14% on first floor at 2nd floor motor court, west (Building H1 East); and Minimum 15% transparency required; proposed: 2nd floor motor court east: 14.0% (Building H2 West)
3. §153.062(O)(2)—Single Family Attached Building—Vertical Increments Required (location on principal structure); Required every two units or no greater than every 40-feet; proposed: maximum vertical increment 42.71 ft. at west elevation of motor court (Building H1 East); Maximum vertical increment 42.71 ft. at east elevation of motor court (Building H1 West); maximum vertical increment 42.7 ft. at east elevation of motor court (Building H2 East); maximum vertical increment 42.7 ft. at east elevation of motor court (Building H2 West).
4. §153.062(O)(2)—Single Family Attached Building— Minimum Primary Façade Materials. Minimum 80% of primary façade materials required; proposed: South Tuller Ridge elevation: 76%; and north courtyard elevation: 79% (Building H1 East); West Mooney elevation: 76% (Building H2 West); and East Dale elevation—76%; and North John Shields elevation—78% (Building H3 East).
5. §153.062(O)(2)—Single Family Attached Building—Street Façade Transparency—Minimum 20% transparency required; proposed: 1st floor Mooney West: 19% (Building H1 West); proposed: 19% on first floor at Tuller Ridge South (Building H1 East). 3rd floor Larimer North: 19% (Building H2 East).



6. §153.065(4)—Site Development Standards—Off-street parking space and aisle dimensions. Required off-street parking drive aisles for two-way circulation with 90 degree spaces must be 22 feet wide. Provided:
- H1 motor court: Entrance aisle width from Tuller Ridge ±20.50 ft.
  - H2 motor court: Entrance aisle width from Larimer Street ±20.50 ft.
  - H3 motor court: Entrance aisle width from Larimer Street ±20.50 ft.
  - Drive aisle width between pool building and central island ±20.30 ft.
  - Drive aisle width between the central island and all islands between unit garages ±20 ft.

**Determination:** The Administrative Departures were approved.

## **REQUEST 2: SITE PLAN WAIVERS**

Request for an approval recommendation to the Planning and Zoning Commission for 18 Site Plan Waivers:

1. §153.062(C)(1)—Building Types—Incompatible Building Types: Incompatible building types are not permitted directly across the street from one another or on the same block face. **Allow incompatible building type.**
2. §153.062 D(1)—Roof Type Requirements—Parapets shall be no less than two feet and no more than six feet in height. **Allow parapet heights to be between 0-feet and less than 6-feet at elevations shown in submitted materials.**
3. §153062(D)(1)(b)—Roof Type Requirements—Parapets continuous: Parapets shall wrap around all sides of the building. **Allow parapets to not be contiguous as shown on the elevations.**
4. §153.062(D)(4)(a)—Quantity—Only one tower is allowed per building. **Allow multiple towers at elevations referenced in the Planning Report.**
5. §153.062(H)(1)(a)—Projecting sills— Projecting sills are required within siding clad walls. **Allow no projecting sills or trim on Fiber Cement Panel clad elevations.**
6. §153.062(I)(1)(a)—Balcony Size—Balconies shall be a minimum open area of six feet deep and five feet wide. **Allow balconies to be no less than five-feet deep.**
7. §153.062 (O)(2)—Single Family Attached Building—Maximum impervious lot coverage. Maximum 70% is required. **Allow no more than 80% impervious lot coverage for entire project.**
8. §153.062(O)(2)—Single Family Attached Building—Permitted Primary Material types. Permitted types include stone, brick. **Allow for the use of thin brick as a primary material.**
9. §153.062(O)(2)—Single Family Attached Building—Front Property Line Coverage. Minimum front property line coverage to be at least 75%. **Allow front property line coverage to be no less than 55% along Dale Drive on Building H3.**
10. §153.062(O)(2)—Single Family Attached Building—Occupation of Corner Required—Occupation is required. **No occupation at elevations referenced in the Planning Report.**
11. §153.062(O)(2)—Single Family Attached Building—Street Façade Transparency. Minimum 20% transparency required. **Not less than 15% transparency on elevations referenced in the Planning Report.**

**4. BSD SCN - Bridge Park, Block H  
16-097SPR**

**PID: 273-012703  
Site Plan Review**

12. §153.062(O)(2)—Single Family Attached Building—Non-Street Façade Transparency. Minimum 15% transparency required. **Between 0-15% on elevations referenced in the Planning Report.**
13. §153.062 (O)(2)—Single Family Attached Building—Blank Wall Limitations: No blank walls on elevations. **Allow blank walls on elevations referenced in the Planning Report.**
14. §153.062 (O)(2)—Single Family Attached Building—Parking Lot Façade, Number of entrances required. For parking lot or detached garage, 1 per unit. **Allow no entrances on elevations referenced in the Planning Report.**
15. §153.062(O)(2)—Single Family Attached Building—Permitted Primary Materials. Minimum primary materials must be at least 80%. **No less than 70% on elevations referenced in the Planning Report.**
16. §153.062(O)(2)—Single Family Attached Building—Vertical Increments Required (location on principal structure). Required every two units or no greater than every 40-feet. **No more than 65-feet on elevations referenced in the Planning Report.**
17. §153.062(O)(2) —Single Family Attached Building— Minimum Finished Floor Elevation required 2.5 ft. above the adjacent sidewalk elevation. **Less than 2.5-feet at elevations referenced in the Planning Report.**
18. §153.065(E)(2)—Site Development Standards—Roof Mounted Mechanical Equipment Screening is required; proposed: some areas of the rooftop mechanicals will be partially screened.

**Determination:** The 18 Site Plan Waivers were recommended for approval to the Planning and Zoning Commission as part of the Site Plan Review.

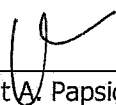
**REQUEST 3: SITE PLAN REVIEW**

Request for a recommendation of approval to the Planning and Zoning Commission for a Site Plan Review with 3 conditions:

- 1) That the applicant define a portion of the courtyard as Public Open Space in order to comply with the Open Space Node shown on Figure 153.063—Neighborhood Standards (6)(d)(2)—Open Space Network;
- 2) That the applicant submit construction details for the surface parking lot to the satisfaction of staff, prior to building permit approval; and
- 3) That the applicant remove the off-street parking spaces from the parking count on the site plan.

**Determination:** The Site Plan was recommended for approval to the Planning and Zoning Commission with 3 conditions.

**STAFF CERTIFICATION**

  
\_\_\_\_\_  
Vincent A. Papsidero, FAICP  
Planning Director

~~Ms. Burchett said the proposal is for the replacement of 3 existing panel antennas, 6 TMA's, and 6 Di-plexers for 3 new panel antennas, 3 new TMA's, and 3 new Di-plexers for a Wireless Communication Facility located in the steeple of the Dublin Baptist Church. She said the towers, antennas, other wireless communications facility support structures, and supporting electrical and mechanical equipment shall be sited, designed, and/or painted to minimize visual impact and be screened so the equipment is not visible from ground level.~~

~~Ms. Burchett said approval is recommended for the Wireless Communication Facility with no conditions as the proposal meets all regulations and requirements outlined in Chapter 99 of the Dublin Codified Ordinances.~~

~~Vince Papsidero asked if there were any questions or concerns regarding this application. [There were none.] He confirmed the ART's approval of the Wireless Communication Facility.~~

**3. BSD SRN – Enchanted Care Learning Center - Sign  
16-091MPR**

**4370 Dale Drive  
Minor Project Review**

~~Lori Burchett said this is a request for the installation of two new signs at the existing Enchanted Care Learning Center on the east side of Dale Drive, north of the intersection with East Bridge Street. She said this is a request for a review and approval of a Minor Project Review under the provisions of Zoning Code §153.065(H), §153.065(I), and §153.066.~~

~~Ms. Burchett presented the proposed 33-square-foot wall sign that will be integrated into the west elevation/front façade, above the main entrance on the fascia of the building. She said the wall sign meets all Zoning Code requirements with the exception of height not being identified.~~

~~Ms. Burchett presented the proposed 20-square-foot ground sign to be mounted on the existing brick sign base that is consistent with the Zoning Code requirements with regard to size, height, and design. She added the ground sign is appropriately located for the site and matches the character of the main building.~~

~~Ms. Burchett said approval is recommended for the Minor Project Review with the following condition:~~

- ~~1) That the applicant ensures the 15-foot maximum height for wall signs will be met and revised sign drawing is submitted with the proposed installation height with the sign permit.~~

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

**4. BSD SRN – Bridge Park, Block H  
16-097SPR**

**PID: 273-012703  
Site Plan Review**

~~Lori Burchett said this is a request for the construction of a residential condominium development consisting of 73 townhome units. She said the site is located on the west side of Dale Drive, south of the intersection with John Shields Parkway. She said this is a request for a review and recommendation of approval to the Planning and Zoning Commission for a Site Plan Review under the provisions of Zoning Code §153.066.~~

~~Ms. Burchett said that once the recommendation is received from the ART, the proposal will be forwarded to the Planning and Zoning Commission for their review on December 1, 2016. She presented the Bridge Park development blocks as they relate to each other and noted (future) Larimer Street located within H-Block.~~

Ms. Burchett explained she is requesting one motion and two recommendations today: 6 Administrative Departures, 17 Waivers, and 3 conditions for approval of the Site Plan Review. She said none of the Waivers are unusual and explained each one:

1. Incompatible building types
2. Parapet height
3. Parapet continuous
4. Tower quantity
5. Projecting sills
6. Balcony size
7. Maximum impervious lot coverage
8. Permitted primary material types
9. Front property line coverage
10. Occupation of corner
11. Street façade transparency
12. Non-street façade transparency
13. Blank wall limitation
14. Parking lot façade; entrances
15. Permitted primary materials
16. Vertical increments
17. Minimum finished floor elevation

Ms. Burchett presented the overall Site Plan noting the layout of buildings 3 pairs of buildings - 6 buildings total. She provided an example architectural elevation to convey the general concept. She indicated the architecture is varied and interesting using a mix of materials, varying heights of the parapets, proportioning, recesses and projections, varying entrance and window locations, and varying building height. She said the materials will include two colors of brick veneer used thoughtfully to break down the massing of the facades into a pedestrian scale. She recalled at the Commission's last review, they liked the open railings. She said two Basic Plan Waivers were approved previously by Council. She explained the 3 conditions proposed:

- 1) That the applicant define a portion of the courtyard as Public Open Space in order to comply with the Open Space Node shown on Figure 153.063—Neighborhood Standards (6)(d)(2)—Open Space Network;
- 2) That the applicant submit construction details for the surface parking lot to the satisfaction of staff, prior to building permit approval; and
- 3) That the applicant remove the off-street parking spaces from the parking count on the site plan.

Ms. Burchett noted the 6 Administrative Departures:

1. Street Façade Transparency
2. Non-Street Façade Transparency
3. Vertical Increments
4. Minimum Primary Façade Materials
5. Street Façade Transparency
6. Off-street parking space and aisle dimensions

David Keyser, DBK Architects, recalled that comments were made at the ART's meeting on November 10<sup>th</sup> about the pool building. He said they have since added a middle awning element that is similarly used on other buildings, increased the height of the parapet, added detail that is being used on the tower, and

brought the design to pedestrian scale. He explained that the seemingly blank wall on the back of the building faces the motor court side and will be landscaped with trees to soften the motor court.

Mr. Keyser said the level of sophistication for individualizing units was also discussed last week at ART. He said the applicant is now proposing a color scheme for the front doors of three colors. He described Townhouse 2 as mostly buff brick and will have an ebony door frame. Another color to be used he said is an anodized silver, or natural lighter wood look (pressed aluminum) and they will switch some railings from black to some silver in strategic locations to provide additional visual interest.

Ms. Burchett inquired about mechanical screening. Mr. Keyser answered the condensed units are mostly hidden behind the towers and set back a significant distance from the railings. He explained that from the street level the mechanicals will not be visible but they will be visible from the taller building across the street. Ms. Burchett suggested a Waiver be added to approve the request citing the ART's support given the unique architectural elements.

Ms. Burchett said approval is recommended for 6 Administrative Departures:

1. §153.062(O)(2)—Single Family Attached Building—Street Façade Transparency. Minimum 20% transparency required; proposed: 19% on first floor at Tuller Ridge South (Building H1 East).
2. §153.062(O)(2)—Single Family Attached Building—Non-Street Façade Transparency. Minimum 15% transparency required; proposed: 14% on first floor at 2nd floor motor court, west (Building H1 East); and Minimum 15% transparency required; proposed: 2nd floor motor court east: 14.0% (Building H2 West)
3. §153.062(O)(2)—Single Family Attached Building—Vertical Increments Required (location on principal structure); Required every two units or no greater than every 40-feet; proposed: maximum vertical increment 42.71 ft. at west elevation of motor court (Building H1 East); Maximum vertical increment 42.71 ft. at east elevation of motor court (Building H1 West); maximum vertical increment 42.7 ft. at east elevation of motor court (Building H2 East); maximum vertical increment 42.7 ft. at east elevation of motor court (Building H2 West).
4. §153.062(O)(2)—Single Family Attached Building— Minimum Primary Façade Materials. Minimum 80% of primary façade materials required; proposed: South Tuller Ridge elevation: 76%; and north courtyard elevation: 79% (Building H1 East); West Mooney elevation: 76% (Building H2 West); and East Dale elevation—76%; and North John Shields elevation—78% (Building H3 East).
5. §153.062(O)(2)—Single Family Attached Building—Street Façade Transparency—Minimum 20% transparency required; proposed: 1st floor Mooney West: 19% (Building H1 West); proposed: 19% on first floor at Tuller Ridge South (Building H1 East). 3rd floor Larimer North: 19% (Building H2 East).
6. §153.065(4)—Site Development Standards—Off-street parking space and aisle dimensions. Required off-street parking drive aisles for two-way circulation with 90 degree spaces must be 22 feet wide. Provided:
  - H1 motor court: Entrance aisle width from Tuller Ridge  $\pm$ 20.50 ft.
  - H2 motor court: Entrance aisle width from Larimer Street  $\pm$ 20.50 ft.
  - H3 motor court: Entrance aisle width from Larimer Street  $\pm$ 20.50 ft.
  - Drive aisle width between pool building and central island  $\pm$ 20.30 ft.
  - Drive aisle width between the central island and all islands between unit garages  $\pm$ 20 ft.

Ms. Burchett said approval is recommended to the Planning and Zoning Commission for 18 Waivers as part of the Site Plan Review:

1. §153.062(C)(1)—Building Types—Incompatible Building Types: Incompatible building types are not permitted directly across the street from one another or on the same block face. **Allow incompatible building type.**
2. §153.062 D(1)—Roof Type Requirements—Parapets shall be no less than two feet and no more than six feet in height. **Allow parapet heights to be between 0-feet and less than 6-feet at elevations shown in submitted materials.**
3. §153062(D)(1)(b)—Roof Type Requirements—Parapets continuous: Parapets shall wrap around all sides of the building. **Allow parapets to not be contiguous as shown on the elevations.**
4. §153.062(D)(4)(a)—Quantity—Only one tower is allowed per building. **Allow multiple towers at elevations referenced in the Planning Report.**
5. §153.062(H)(1)(a)—Projecting sills— Projecting sills are required within siding clad walls. **Allow no projecting sills or trim on Fiber Cement Panel clad elevations.**
6. §153.062(I)(1)(a)—Balcony Size—Balconies shall be a minimum open area of six feet deep and five feet wide. **Allow balconies to be no less than five-feet deep.**
7. §153.062 (O)(2)—Single Family Attached Building—Maximum impervious lot coverage. Maximum 70% is required. **Allow no more than 80% impervious lot coverage for entire project.**
8. §153.062(O)(2)—Single Family Attached Building—Permitted Primary Material types. Permitted types include stone, brick. **Allow for the use of thin brick as a primary material.**
9. §153.062(O)(2)—Single Family Attached Building—Front Property Line Coverage. Minimum front property line coverage to be at least 75%. **Allow front property line coverage to be no less than 55% along Dale Drive on Building H3.**
10. §153.062(O)(2)—Single Family Attached Building—Occupation of Corner Required—Occupation is required. **No occupation at elevations referenced in the Planning Report.**
11. §153.062(O)(2)—Single Family Attached Building—Street Façade Transparency. Minimum 20% transparency required. **Not less than 15% transparency on elevations referenced in the Planning Report.**
12. §153.062(O)(2)—Single Family Attached Building—Non-Street Façade Transparency. Minimum 15% transparency required. **Between 0-15% on elevations referenced in the Planning Report.**
13. §153.062 (O)(2)—Single Family Attached Building—Blank Wall Limitations: No blank walls on elevations. **Allow blank walls on elevations referenced in the Planning Report.**
14. §153.062 (O)(2)—Single Family Attached Building—Parking Lot Façade, Number of entrances required. For parking lot or detached garage, 1 per unit. **Allow no entrances on elevations referenced in the Planning Report.**
15. §153.062(O)(2)—Single Family Attached Building—Permitted Primary Materials. Minimum primary materials must be at least 80%. **No less than 70% on elevations referenced in the Planning Report.**

16. §153.062(O)(2)—Single Family Attached Building—Vertical Increments Required (location on principal structure). Required every two units or no greater than every 40-feet. **No more than 65-feet on elevations referenced in the Planning Report.**
17. §153.062(O)(2) —Single Family Attached Building— Minimum Finished Floor Elevation required 2.5 ft. above the adjacent sidewalk elevation. **Less than 2.5-feet at elevations referenced in the Planning Report.**
18. §153.065(E)(2)—Site Development Standards—Roof Mounted Mechanical Equipment Screening is required; proposed: some areas of the rooftop mechanicals will be partially screened.

Ms. Burchett said approval is recommended to the Planning and Zoning Commission for the Site Plan Review with 3 conditions.

- 1) That the applicant define a portion of the courtyard as Public Open Space in order to comply with the Open Space Node shown on Figure 153.063—Neighborhood Standards (6)(d)(2)—Open Space Network;
- 2) That the applicant submit construction details for the surface parking lot to the satisfaction of staff, prior to building permit approval; and
- 3) That the applicant remove the off-street parking spaces from the parking count on the site plan.

Vince Papsidero asked if there were any further questions or concerns regarding this application. [There were none.] He confirmed the ART's approval of the 6 Administrative Departures, the ART's recommendation of approval to the Planning and Zoning Commission for 18 Site Plan Waivers and a Site Plan with 3 conditions.

#### **ADJOURNMENT**

Vince Papsidero asked if there were any additional administrative issues or other items for discussion. [There were none.] He adjourned the meeting at 2:30 pm.

As approved by the Administrative Review Team on Wednesday, November 23, 2016.





## MEETING NOTES

# Staff Technical Review

Thursday, November 10, 2016

**Attendees:** Jeff Tyler, Building Standards Director; Donna Goss, Director of Development; Colleen Gilger, Director of Economic Development; Shawn Krawetzki, Landscape Architect; Aaron Stanford, Senior Civil Engineer; Mike Altomare, Fire Marshall; Tim Hosterman, Police Sergeant; Jennifer Rauch, Planning Manager; Lori Burchett, Planner II; Logan Stang, Planner I; Mike Kettler, Planning Technician; and Laurie Wright, Administrative Support II. .

**Applicants:** David Keyser, DKB Architects; and James Peltier, EMH&T.

Jeff Tyler called the meeting to order at 2:31 pm, immediately following the Administrative Review Team meeting.

### INTRODUCTION

**1. BSD SRN – Bridge Park, Block H  
16-097SPR**

**PID: 273-012703  
Site Plan Review**

Lori Burchett said this is a request for the construction of a residential condominium development consisting of approximately 73 townhome units. The site is located on the west side of Dale Drive, south of the intersection with John Shields Parkway. She said this is a request for a review and recommendation of approval to the Planning and Zoning Commission for a Site Plan Review under the provisions of Zoning Code §153.066.

Ms. Burchett presented revised materials and explained the revisions were technical in nature, but much stayed the same. She said there will be Waivers associated with the Site Plan because of the type of building, layout, use of materials, transparency, number of towers, and the size of balconies.

Ms. Burchett said Staff questioned whether the Site Plan was meeting the Code for building variety. Jeff Tyler said there is already a lot of variety in the architecture of each building and the Planning and Zoning Commission had responded very favorably to this design up to this point. He noted the design could stand as is; there is already a lot of articulation to the facades. Mr. Tyler indicated that if variety was an issue for some, he suggested the applicant could make subtle color changes to the panels or railings. He said having a signature color for each building with respect to their doors might be enough.

Colleen Gilger said if the doors at least differed, it would not appear so much like an apartment complex on Mooney Street. She indicated she saw plenty of variety between the three buildings from the other elevations.

Ms. Burchett agreed that the Commission had been very supportive of the architecture overall and that it had been received well.

Donna Goss agreed that a subtle color change could provide variety but not in an expensive manner. Shawn Krawetzki also supported the idea of a subtle color change.

Mr. Krawetzki inquired about the pool structure. He said the roof is very flat and asked if detail could be added at the roofline that would match the other buildings to tie it all together. He suggested adding some of the parapet elements or repeating the fencing/railings. David Keyser, DKB Architects, agreed.



Mr. Tyler said if they did not want to add parapets, perhaps they could match the brick detailing instead.

Mr. Keyser explained that through the design process, building variety was considered quite strongly. He said they decided to jog facades in and out so the facades would not appear as brownstone block urban walls. He said they emulated woven tapestry with the materials both vertical and horizontally. He said they also incorporated different types of entrances. He explained the towers speak to the streetscape, providing a more civic look. He concluded they addressed all five building variety elements from the Code.

Ms. Burchett said the applicant seemed to follow the intent of the Code but thought a Waiver still may need to be requested or possibly some Administrative Departures for other aspects of this plan.

Mr. Tyler stated that everyone loved the architecture and thanked the applicant for reading the Code.

Aaron Stanford inquired about trash. James Peltier, EMH&T, said he could not recall how that had been dealt with, specifically.

Ms. Burchett asked Mr. Stanford if he was comfortable with the applicant going over the impervious pavement coverage requirement by  $\pm 5\%$ . Mr. Stanford said a small amount would be acceptable.

Mr. Tyler asked if there were any further questions or concerns. [There were none.]

#### **ADMINISTRATIVE**

Jeff Tyler asked if there were any additional administrative issues or other items for discussion. [There were none.] He adjourned the meeting at 2:55 pm.



## STAFF TECHNICAL REVIEW

### MEETING NOTES

**OCTOBER 27, 2016**

**Attendees:** Donna Goss, Director of Development; Jeff Tyler, Building Standards Director; Colleen Gilger, Director of Economic Development; Matt Earman, Director of Parks and Recreation; Shawn Krawetzki, Landscape Architect; Aaron Stanford, Senior Civil Engineer; Mike Altomare, Fire Marshall; Tim Hosterman, Police Sergeant; Claudia Husak, Senior Planner; Lori Burchett, Planner II; Logan Stang, Planner I; Devayani Puranik, Planner II; JM Rayburn, Planner I; Nichole Martin, Planner I; Mike Kettler, Planning Technician; and Laurie Wright, Administrative Support II.

**Applicants:** Russ Hunter, Crawford Hoying Development Partners; James Peltier, EMH&T; and David Keyser, DKB Architects (Case 1)

Claudia Husak called the meeting to order at 2:30 pm, immediately following the Administrative Review Team meeting.

#### INTRODUCTION

**1. BSD SRN – Bridge Park, Block H  
16-097SPR**

**PID: 273-012703  
Site Plan Review**

Lori Burchett said this is a request for the construction of a residential condominium development consisting of approximately 73 townhome units. The site is located on the west side of Dale Drive, south of the intersection with John Shields Parkway. She said this is a request for a review and recommendation of approval to the Planning and Zoning Commission for a Site Plan Review under the provisions of Zoning Code §153.066.

Ms. Burchett presented the site in relation to the other blocks. She said the Site Plan is very similar to the approved Basic Plan. She explained the applicant has made some modifications for better circulation, which included removing a few townhome units.

Russ Hunter, Crawford Hoying Development Partners, said they recreated this layout in their parking lot to see if it was maneuverable and in fact it was with different sized vehicles.

Ms. Burchett said there are a total of six buildings and Staff recommends no structures should be within the greenway, which is City property. She said the sidewalks should provide a clear delineation between public and private areas. She clarified that all stoops, fences, and railing should be within the property line and off City-owned property.

Ms. Burchett presented the proposed landscaping that included the pool area and landscaping in the auto courts. She noted it provides detail of the open space and includes bicycle parking. She stated that the landscaping for the City-owned green space will be the responsibility of the City.

Jeff Tyler said the pathway and pool have to be ADA accessible. He asked if the hardscape material for the auto courts was going to be scored concrete to which the applicant answered affirmatively.

Ms. Burchett noted the architecture and design detail was similar to the Basic Plan, which the PZC and City Council liked. She said the applicant is proposing the same color scheme but would like to be flexible on material choices (like the availability of one brick over another).

David Keyser, DKB Architects, said he wanted the ability to be flexible on materials to invite competitive bidding. He presented the benchmark brick material samples, one is a buff color and the other a shiny charcoal color. He said these will be combined with anodized aluminum window frames. He noted the white sections shown on the buildings are 18-inch by 6-foot cement fiber panels to provide a clean modern style. He presented a sample showing factory applied color with hidden installation but did not want to specify a manufacturer.

Mr. Tyler said installation of the panels is important information for the PZC.

Mr. Tyler inquired about the sunscreens and the railings on the top of the buildings. Mr. Keyser said the sunscreens and railings are black. Mr. Tyler asked if the railings were to screen the mechanicals because he would want it open instead.

Mr. Keyser said they were able to locate the condensers in the center of the rooftop. He said this would not be seen from the street but for buildings higher than theirs, they would be visible. He said he could hide some mechanicals behind stair towers. He asked if a mesh fabric could be used behind the railings if additional screening was requested.

Claudia Husak indicated she would like the railings to appear open and the applicant could request a Waiver.

Mr. Tyler stated there are high-story buildings on either side of this building but he would be supportive of the open railing to not compromise the architecture. He suggested the ART support a Waiver in favor of the architectural design.

Mr. Tyler inquired about the materials to be used for the doors on the residential units. Mr. Keyser answered that had not yet been determined. The ART suggested frosted glass inserts for the doors might be an option. Mr. Hunter said they had considered the doors to be the same as the storefronts.

Mr. Tyler cautioned the applicant to be careful of the stoops/stairs. He emphasized the need to ensure they will fit as proposed and within the property lines.

Aaron Stanford suggested the applicant think about site work and phasing with public streets. He said this would also help with the building site permit in the end.

Ms. Husak stated Staff would meet internally next week about this case and for the applicant to return for another ART review on November 10, 2016. She noted that Thursday, November 17, 2016, is the target date for the ART recommendation to the Planning and Zoning Commission for the December 1, 2016, meeting.

#### **ADMINISTRATIVE**

Claudia Husak asked if there were any additional administrative issues or other items for discussion. [There were none.] She adjourned the meeting at 2:57 pm.



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## PLANNING AND ZONING COMMISSION

### RECORD OF ACTION

**JULY 7, 2016**

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

**4. BSD-SRN – Bridge Park East, Section 5 - H Block** **Bridge Park Avenue**  
**16-045PP/FP** **Preliminary Plat/Final Plat**

Proposal: The subdivision of an approximately 4.57 acre site into two lots (Lots 10 and 11) and right-of-way for two streets (Mooney Street and Larimer Street) for the development of 6 townhome buildings.

Request: Review and recommendation of approval to City Council of a preliminary and a final plat under the provisions of the Subdivision Regulations (Chapter 152 of the Dublin Code of Ordinances).

Applicant: Crawford Hoying.

Planning Contact: Claudia D. Husak, AICP, Senior Planner.

Contact Information: (614) 410-4675, [chusak@dublin.oh.us](mailto:chusak@dublin.oh.us).

**MOTION:** Chris Brown moved, Deborah Mitchell seconded, to recommend approval to City Council of this Final Plat because it complies with the final plat criteria and the existing development standards, with two conditions:

- 1) That the applicant ensure any minor technical adjustments to the plat are made prior to City Council submittal, and;
- 2) That the applicant coordinate the treatment of the Dale Drive frontage of this block with staff and revise the street section in the preliminary plat accordingly prior to submission to City Council. This revision shall remove the open ditch section and bring the site frontage more in line with the typical Bridge Street streetscape standards.

\*Crawford Hoying agreed by consent to the above conditions.

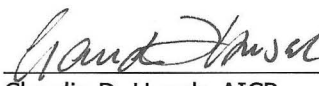
**VOTE:** 7 – 0.

**RESULT:** A recommendation of approval will be forwarded to City Council.

**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**

  
\_\_\_\_\_  
Claudia D. Husak, AICP  
Senior Planner

PLANNING AND ZONING COMMISSION

MEETING MINUTES

JULY 7, 2016

AGENDA

1. BSD SRN – Bridge Park East, Section 4 - G Block            Mooney Street  
16-044FP            Final Plat (Recommended for Approval 7 – 0)
  
2. BSD-SRN – Bridge Park East, Section 5 – H Block    Bridge Park Avenue  
16-045PP/FP    Preliminary Plat/Final Plat (Recommended for Approval 7 – 0)
  
3. BSD-OR – Vineyard Church            4140-4150 Tuller Road  
16-047ADMC-CU  
      Administrative Request – Code Amendment (Recommended for Approval 7 – 0)  
      Conditional Use (Approved 7 – 0)

The Chair, Victoria Newell, called the meeting to order at 6:31 p.m. and led the Pledge of Allegiance. Other Commission members present were: Chris Brown, Bob Miller, Cathy De Rosa, Stephen Stidhem, Amy Salay, and Deborah Mitchell. City representatives present were: Claudia Husak, Vince Papsidero, Nick Badman, Cameron Roberts, Laura Leister, and Flora Rogers.

~~Administrative Business~~

~~Motion and Vote~~

~~Mr. Brown moved, Mr. Miller seconded, to accept the documents into the record. The vote was as follows: Ms. De Rosa, yes; Ms. Salay, yes; Ms. Newell, yes; Ms. Mitchell, yes; Mr. Stidhem, yes; Mr. Miller, yes; and Mr. Brown, yes. (Approved 7—0)~~

~~Ms. Newell moved, Ms. Salay seconded, to table the minutes until the next meeting since there was not sufficient time provided for review. The vote was as follows: Ms. Newell, yes; Ms. Salay, yes; Mr. Brown, yes; Ms. De Rosa, yes; Mr. Miller, yes; Ms. Mitchell, yes; and Mr. Stidhem, yes. (Approved 7—0)~~

~~The Chair briefly explained the rules and procedures of the Planning and Zoning Commission. She said certain cases on tonight's agenda may be approved by consent. She stated that two cases were postponed prior to the meeting. She said two cases were eligible for the consent agenda tonight—Bridge Park E, G Block and Bridge Park E, H Block. She determined to take the cases in the order as they were published in the amended agenda.~~

1. BSD SRN – Bridge Park East, Section 4 - G Block            Mooney Street

~~of a Final Plat under the provisions of the Subdivision Regulations (Chapter 152 of the Dublin Code of Ordinances).~~

~~Motion and Vote~~

~~Mr. Brown moved, Mr. Stidhem seconded, to recommend approval to City Council for a Final Plat. The vote was as follows: Ms. Salay, yes; Mr. Miller, yes; Ms. Mitchell, yes; Ms. De Rosa, yes; Ms. Newell, yes; Mr. Stidhem, yes; and Mr. Brown, yes. (Recommended for Approval 7—0)~~

2. BSD-SRN – Bridge Park East, Section 5 - H Block    Bridge Park Avenue  
16-045PP/FP        Preliminary Plat/Final Plat

The Chair, Victoria Newell, said the following application is a request for the subdivision of an approximately 4.57-acre site into two lots (Lots 10 and 11) and a right-of-way for two streets (Mooney Street and Larimer Street) for the development of 6 townhome buildings. She said this is a request for a review and recommendation of approval to City Council of a Preliminary and Final Plat under the provisions of the Subdivision Regulations (Chapter 152 of the Dublin Code of Ordinances).

Motion and Vote

Mr. Brown moved, Ms. Mitchell seconded, to recommend approval to City Council for a Preliminary Plat and Final Plat. The vote was as follows: Ms. Newell, yes; Mr. Stidhem, yes; Ms. Salay, yes; Ms. De Rosa, yes; Mr. Miller, yes; Ms. Mitchell, yes; and Mr. Brown, yes. (Recommended for Approval 7 – 0)

3. BSD-OR—Vineyard Church                      4140-4150 Tuller Road  
16-047ADMC/GU                      Administrative Request—Code Amendment  
    Conditional Use

~~The Chair, Victoria Newell, said the following application is a request for an amendment to the Zoning Code to allow “Religious or Public Assembly” as a conditional/size limited use in the BSD Office Residential District and a proposal for an existing 17,000-square-foot tenant space to be used as a “Religious or Public Assembly” use located on the north side of Tuller Road, approximately 200 feet west of Village Parkway. She said this is a request for a review and recommendation of approval to City Council for an Administrative Request—Code Amendment under the provisions of Zoning Code §153.232 and §153.234 and a request for a review and approval of a Conditional Use under the provisions of Zoning Code §153.236.~~

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

~~Claudia Husak confirmed the applicant was present. She said based on research, Staff could not find a reason for the Conditional Use being permitted in the Zoning Code for all of the districts (exclusive of the~~

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~~Mayor Peterson moved to approve the Basic Site Plan with the above two conditions. Mr. Keenan seconded the motion.~~

~~Vote on the motion: Vice Mayor Reiner, yes; Ms. Salay, yes; Mayor Peterson, yes; Ms. Alutto, yes; Mr. Lecklider, yes; Mr. Keenan, yes; Ms. Amorose Groomes, yes.~~

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

~~Mayor Peterson moved to refer the review of the Development Plan and Site Plan to the Planning and Zoning Commission.~~

~~Mr. Lecklider seconded the motion.~~

~~Vote on the motion: Mr. Lecklider, yes; Ms. Alutto, yes; Mayor Peterson, yes; Ms. Salay, yes; Vice Mayor Reiner, yes; Mr. Keenan, yes; Ms. Amorose Groomes, yes.~~

## • **Bridge Park H Block Basic Plan Review**

Ms. Husak stated that H Block is to the north of the G Block. It is adjacent to Sycamore Ridge Apartments and Vnable Health Care to the north. It has frontage on John Shields Parkway, which is to the north. South of the site is Tuller Ridge Drive.

### Overview

- The proposal is for six buildings, totaling 73 for-sale condominium units. Each unit would have a private garage to the rear of the unit, which is accessed by an auto port.
- One new public street is proposed as part of this block – Larimer Street, which would provide access between Mooney Street and Dale Drive.
- The proposal also includes John Shields Parkway greenway at their northern property boundary. The Planning and Zoning Commission will be reviewing the proposed preliminary and final development plan for that lot on Thursday, which will not be for development, but for open space. There is a requirement of .34 acres open space. The provision is .45 acres – the John Shields Parkway greenway, which will be dedicated as a lot.
- There is also a mid-block crossing, as required by Code. It will be used as a more private open space. There is public access from Mooney Street to Dale Drive, but the intent is to have this open space be used by the residents of the condominium units.
- A swimming pool is proposed as a private amenity.
- At their June 6 meeting, the PZC expressed the need to ensure public access through this area.
- Given the height and the type of units proposed, the architecture is more contemporary than has been seen to date in the Bridge Park development. Towers are included, which will provide access to rooftop amenities, as well.
- There are one or two-car garages provided for each unit, which are accessed through interior courtyards. Each of those has an open space in the center, which will also provide stormwater management. There is bicycle parking within each of the private garages. In total, 153 parking spaces are proposed, which includes the garage spaces and on-street spaces surrounding the Block.

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

- Approval of Basic Site Plan Waivers for Block H:
  1. Front Property Line Coverage – Building Type – Code Section 153.062(O)(4)
  2. Permitted Roof Types – Building Type – Code Section 153.062(O)(5)



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- Approval of Basic Plan for Block H with four conditions:
  1. That the applicant submit a parking plan that includes location of all on street spaces that will count toward meeting the minimum parking requirement.
  2. That the applicant continue to work with staff to determine the width and location of the Greenway.
  3. That the applicant continue to work with staff to detail construction of portions of Dale Drive to a standard appropriate for occupancy of the residential units. This will include construction design and cost share.
  4. That the applicant work with staff to determine appropriate locations for bicycle parking outside of the individual units.
- Determine required reviewing body for future Development Plan Review and Site Plan Review applications (CC, PZC, or ART).

#### Waiver 1: Front Property Line Coverage.

There is a Code requirement for this particular building type to have 75 percent of the front property line covered with building. Given the Dale Drive frontage, the curvature in the road, and the fact that the buildings are stepped back and providing architectural relief and detailing, the 75 percent coverage requirement is not met.

#### Waiver 2: Permitted Roof Types.

Several towers are proposed as part of the buildings. The Code permits towers only at terminal vistas, at corners if there are two principal frontage streets intersecting, or adjacent to open spaces. These three conditions are not for each of the buildings. The towers provide the units access to rooftop amenities.

#### Basic Site Plan for Block H Conditions:

1. Request that the applicant work with staff and provide more detail on the parking that includes the location of all on street spaces to make sure that we have an inventory of which spaces are counting toward their requirement.
2. Request that the applicant continue working with staff to determine the location of the greenway and details. These will be known at platting or the Final Site Plan stage.
3. That the applicant continue to work with staff to detail construction of portions of Dale Drive to a standard appropriate for occupancy of the residential units. This will include construction design and cost share
4. That the applicant work with staff to determine appropriate locations for bicycle parking outside the individual units for residents and visitors.

Russ Hunter, Crawford Hoying Development Partners, Ltd., 555 Metro Place, Dublin, presented a brief overview.

- The Block H discussion with PZC focused on the open space, where, originally, the pool was proposed. In that location, public access was an issue, so a couple of units were eliminated and the pool was moved. As a result, public access is available to all the units.
- Another issue was turning maneuverability. EMHT, civil engineers, have conducted studies and confirmed that ingress and egress of all the garages can be achieved with one move.
- Architecture. There are three basic plan types: small - two bedroom; mid-size -three bedroom; and large – three bedroom with a media room, or potential fourth bedroom. The large units are on the corners with patios; the mid-size units have the towers that provide rooftop deck access; the smaller units have outdoor space both on the ground floor and on the second floor. All owner-occupied units have outdoor space.

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### Council Discussion:

Vice Mayor Reiner inquired if the unit parking is one or two cars for all the units. Mr. Hunter responded that the two larger units have two-car garages. The smallest units have one-car garages.

Vice Mayor Reiner inquired what is the square footage of the smaller units.

Mr. Hunter responded that they are approximately 1,440 square feet.

Vice Mayor Reiner inquired if having a one-car garage could be an issue for a couple. He recalls living in a 1,200 sq. ft. unit with a two-car garage.

Mr. Hunter responded that they do not anticipate a problem. They have provided more than two spaces per unit combining the garage and the on-street parking.

Mr. Keenan inquired if the on-street parking is all metered.

Mr. Hunter responded that he does not believe that the plan is for that.

Ms. Amorose Groomes inquired if the parking spaces are assigned.

Mr. Hunter responded that the on-street parking spaces are not assigned.

Mr. Lecklider requested clarification of the exterior materials.

Mr. Hunter responded that the materials will be a combination of two types of brick and metal panel accents. Sunshade devices will be used to create some architectural variety.

Ms. Amorose Groomes inquired if trellising would be used on the roof to soften the appearance of the towers. They meet the definition of tower, but are not really functioning as towers. Their function is more for circulatory movement. Added trellising could soften their appearance and make them appear more integrated into the building.

Mr. Hunter responded that it could be studied. They want to be careful – if too much is added, it begins to look like a fourth story.

Ms. Amorose Groomes stated that she likes the use of a rooftop garden as such, and she would like to see the appearance of the towers softened. Maybe it could be treating the wrap around the top of it differently, which could pull the eye downward rather than upward. She believes the towers are an appropriate use to provide access to the rooftop gardens; however, she is not satisfied with their finish, which draws attention to them, not away.

Mr. Lecklider inquired if the towers contain stairways in each case.

Mr. Hunter responded affirmatively. The tower is nothing more than a stairway to the rooftop, and it is inside an owner's unit.

Mr. Keenan inquired if there is also elevator access.

Mr. Hunter responded that there is not. It is not a public space, but confined to the townhome. There is a stairway for each unit, and it is completely compartmentalized.

Mr. Keenan inquired if the spaces are separated on the rooftop, as well.

Mr. Hunter responded affirmatively.

Mr. Keenan stated that the owner would therefore be able to put a garden or something of their choice in that location.

Ms. Amorose Groomes stated that it would be a very unique space. Her concern is simply the visual – trying to draw the attention off it.

Nelson Yoder, Crawford Hoying Development Partners, Ltd., 555 Metro Place, Dublin, stated that when they did their parking calculations, they specifically did not include the Dale Drive parallel parking spaces. As they approached this project, the direction they received while drafting the Development Agreement was that Dale Drive would happen at the City's discretion. Their design approach with EMHT from the outset

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was that because they were unsure when Dale Drive would occur, the project should be designed in such a way that it functions without Dale Drive being upgraded. Because it is a condition, he wants to state for the record that there have been no discussions to date in terms of cost sharing, although there has been close coordination with the City. They want to make sure that the location of the temporary sidewalk, location of the roadways and infrastructure they are installing now works in conjunction with the City's improvements on Dale Drive. They are working closely with City staff to that end. It would be a departure from the Development Agreement to have the developer and the development support any construction of Dale Drive. They are fine with the fact that could occur at a later date as that was anticipated from the outset.

Ms. Amorose Groomes stated that she is sympathetic with the waiver request on this section of Dale Drive, because essentially the two points have to be connected – coming in on a curve and matching up on the other side. That is an existing condition. That roadway network was outside the developer's control.

Ms. Salay stated the color of the brick appears different than in a previous rendering. She asked for clarification.

Mr. Hunter responded that the bricks have not been selected. Renderings can appear different on different screens. The intent is for the brick to be in tones of black or gray.

Ms. Salay stated that it will be helpful when PZC reviews the building materials.

#### Basic Plan - Block H Actions:

1. Front Property Line Coverage – Building Type – Code Section 153.062(O)(4)

Mayor Peterson moved to approve the first Basic Site Plan Waiver.

Vice Mayor Reiner seconded the motion.

Vote on the motion: Mr. Keenan, yes; Ms. Amorose Groomes, yes; Vice Mayor Reiner, yes; Mr. Lecklider, yes; Ms. Alutto, yes; Mayor Peterson, yes; Ms. Salay, yes.

2. Permitted Roof Types – Building Type – Code Section 153.062(O)(5)

Mayor Peterson moved to approve the second Basic Site Plan Waiver.

Mr. Lecklider seconded the motion.

Vote on the motion: Ms. Salay, yes; Mayor Peterson, yes; Ms. Alutto, yes; Mr. Lecklider, yes; Vice Mayor Reiner, yes; Ms. Amorose Groomes, yes; Mr. Keenan, yes.

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

Mayor Peterson moved to approve the Basic Site Plan for Block H with the four conditions as listed.

Ms. Salay seconded the motion.

Vote on the motion: Ms. Amorose Groomes, yes; Vice Mayor Reiner, yes; Mr. Lecklider, yes; Ms. Alutto, yes; Mayor Peterson, yes; Ms. Salay, yes; Mr. Keenan, yes.

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

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Mayor Peterson moved to refer the review of the Development Plan and Site Plan applications for Block H to the Planning and Zoning Commission.

Ms. Amorose Groomes stated that there was documentation in the packet about reviewing the Development Plan and the Site Plan simultaneously. Is Council approving that simultaneous action to occur for this case?

Ms. Husak responded that it is already a Code provision.

Mayor Peterson inquired if there are any issues related to that.

Ms. Husak responded that in terms of the details, it is typically expected that any applicant do those together.

Mr. Lecklider seconded the motion.

Vote on the motion: Ms. Alutto, yes; Mayor Peterson, yes; Ms. Salay, yes; Mr.

Lecklider, yes; Vice Mayor Reiner, yes; Ms. Amorose Groomes, yes; Mr. Keenan, yes;

## • **Scioto River Pedestrian Bridge Follow-up**

~~Mr. McDaniel stated that the packet contains staff's follow-up memo to the June 20, 2016 Council workshop. The memo provided:~~

- ~~• Additional historical context for some of the key actions and decisions related to the pedestrian bridge, as well as the identification of the financial investments made or contracted for to date;~~
- ~~• An assessment of the likely cost and schedule implications for the design and construction of a taller main tower element within the suspension bridge portion of the bridge;~~
- ~~• Clarifications and recommendation regarding the bridge lighting;~~
- ~~• An identification and request for affirmation of key decisions associated with the pedestrian bridge and other recently finalized planning efforts for several Bridge Street District public improvement projects.~~

~~Mr. McDaniel stated that Mr. Foegler will recap the historical context; Ms. O'Callaghan will present the cost and schedule impacts of the higher tower, the lighting options and staff's recommendations. Mr. Foegler will then request affirmation of the key public improvements. This affirmation is needed to ensure that staff is proceeding in a manner to keep the project moving forward and avoiding unnecessary expenditures of funds in that process.~~

~~Mr. Foegler stated that the Council packet contained a comprehensive historical overview of some of the key actions and decisions related to the pedestrian bridge planning. In brief:~~

- ~~• Council had previously expressed interest in such a bridge after its visit to Greenville, South Carolina in September 2008. The Scioto River Corridor Framework Plan, which was initiated in early 2013, provided the first concept for a pedestrian bridge with Council. [He displayed an early concept for the pedestrian bridge and other connected elements from a spring 2013 presentation.]~~
- ~~• After approval of the Framework Plan, preliminary engineering was advanced to plan these projects to their next stage, prepare preliminary cost estimates, and position the projects to move forward to design once programmed within the City's Five Year Capital Improvement Program (CIP). The 2014-18 CIP, approved by Council in September 2013, included for the first time some of the preliminary engineering concepts for many of the capital projects in the Scioto River Corridor Framework Plan—including the SR 161/Riverside Drive Roundabout, Riverside Drive realignment, the Dale-Tuller connector, and the riverfront parks and pedestrian bridge. Preliminary engineering efforts were still in their early stage at this time, so cost estimates were very conceptual, especially for the pedestrian bridge, which had a total cost allocation of \$14.345 million programmed in the 2014-2018 CIP adopted by Council on September 9, 2013.~~

**PLANNING AND ZONING COMMISSION**

**RECORD OF ACTION**

**JUNE 9, 2016**

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

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

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

**Proposal:** A residential condominium development consisting of approximately 75 townhome units.  
**Request:** Informal review and feedback of a Basic Plan Review prior to review by City Council under the provisions of Zoning Code Section 153.066.  
**Applicant:** Crawford Hoying.  
**Planning Contact:** Claudia D. Husak, AICP, Senior Planner.  
**Contact Information:** (614) 410-4675, chusak@dublin.oh.us.

**RESULT:** The Commission informally reviewed and commented on a proposal for a residential condominium development including 75 townhome units in 6 buildings with associated public and private open space and a public street connecting Dale Drive and Mooney Street. The site is located northeast of the intersection of Tuller Ridge Drive with Mooney Street. The Commission was supportive of the architecture noting that it utilizes architectural elements present in other blocks of Bridge Park development; however, integrates them in a new, unique manner. The Commission was concerned regarding proposed private open space noting it does not seem to meet the intent of the Bridge Street District. Finally, the Commission suggested the applicant reconsider the design and location of the pool, private open space design, and ensure the auto-court maneuverability and peak capacity are sufficient.

**STAFF CERTIFICATION**



Nichole Martin  
 Planner



**Planning**

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**PLANNING AND ZONING COMMISSION**

**MEETING MINUTES**

**JUNE 9, 2016**

**AGENDA**

- 1. BSD SRN – Bridge Park, G Block** **Mooney Street**  
**16-038BPR** **Basic Plan Review (Discussion only)**
  
- 2. BSDSRN – Bridge Park, H Block** **Bridge Park Avenue and Mooney Street**  
**16-039BPR** **Basic Plan Review (Discussion only)**
  
- 3. BSD SCN - Charles Penzone Grand Salon** **6671 Village Parkway**  
**16-015BPR** **Basic Plan Review (Approved 6 – 0)**

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

**Administrative Business**

**Motion and Vote**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Hunter explained that they have continued to push the architect so the buildings have a strong identity. He said the outdoor spaces were enhanced that included balcony space overlooking Bridge Park Avenue, second floor office space provides covered space on the ground floor so the restaurants that



move in will have a unique space. He noted how the materials weave, highlighting the horizontal and vertical aspects of the building.

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

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

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

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

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

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

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

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

Victoria Newell agreed with Mr. Brown's comments. She said if she was just looking at one building and not in context with everything else, she would probably like it. She said it repeats a lot of what the Commission has already been presented with and was hoping for a new rhythm for these two blocks. She said G2 becomes very vertical per the elements so the massing is not right. She said it is busy and not

helping. She said nothing is providing a backdrop or a relief from the rhythm and patterns created. She suggested extending brick to the top of the building. She stated she did not know anything about the millennium tile and cautioned the applicant about tile not aging well as glazing starts to wash away. She requested more information about the material.

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

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

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

Ms. De Rosa said color brings energy.

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

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

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

Mr. Hunter said specific bricks have not been determined.

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

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

Ms. Newell said she liked the plaza, too.

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

Mr. Hunter said it is a flat roof.

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

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

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

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

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

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

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

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

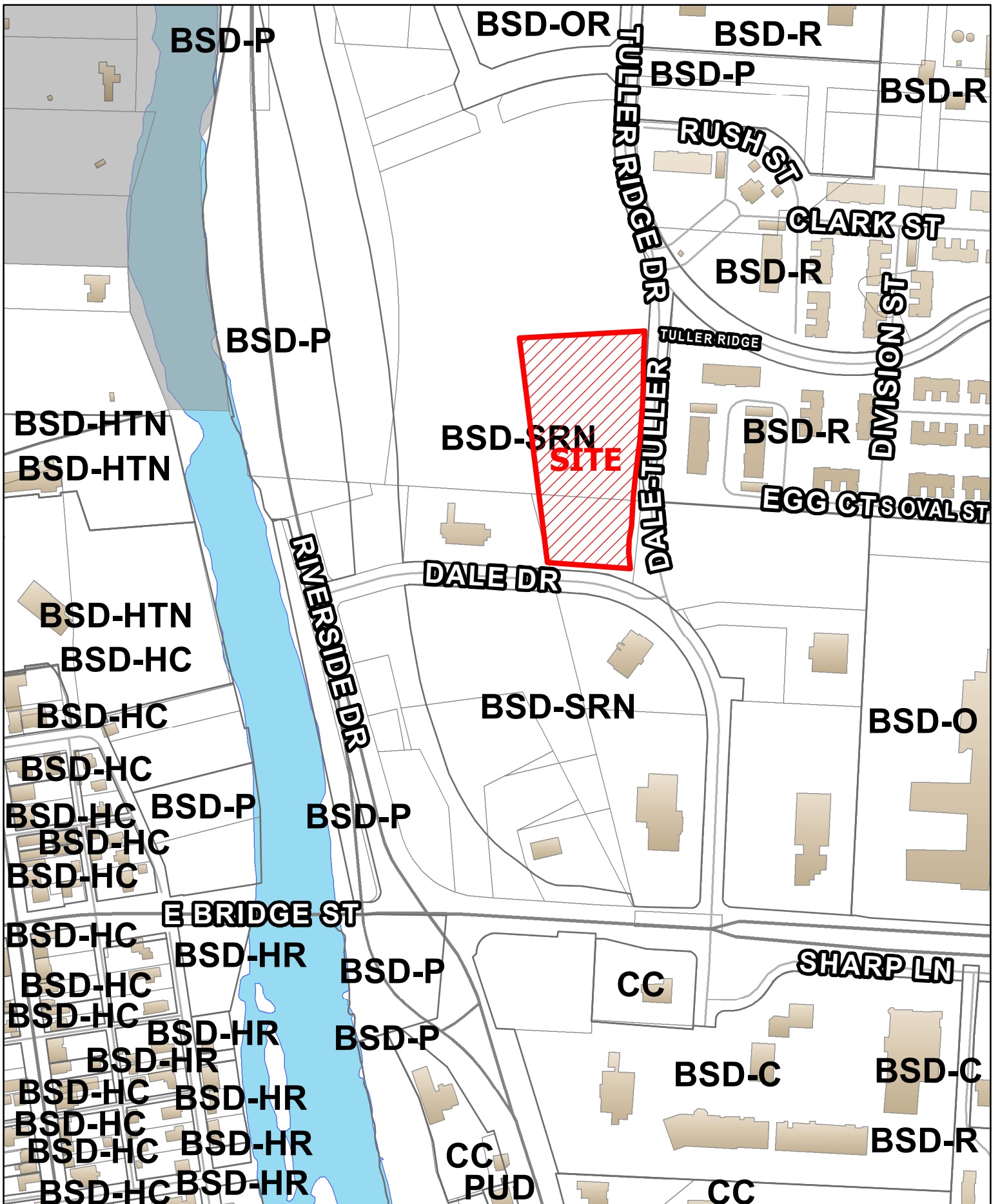
Mr. Hunter indicated the US Postal Service will require that the mail be consolidated. He said there is a building by the pool that would be able to house something like that.

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

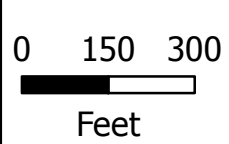
Mr. Hunter indicated the developers want to introduce a grocer but it requires a service bay so this area works the best.

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

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



16-038BPR  
 Basic Plan Review  
 Bridge Park Block G  
 Mooney Street



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

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

Mr. Lecklider seconded the motion.

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

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

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

**Ordinance 24-15**

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

Vice Mayor Gerber introduced the ordinance.

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

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

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

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

Mr. Lecklider seconded the motion.

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

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

**OTHER**

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

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

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

# RECORD OF PROCEEDINGS

Dublin City Council

Minutes of

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DAYTON LEGAL BLANK, INC., FORM NO. 10148

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street network, nine blocks for future development, five new public streets and the future mixed-use shopping corridor, in addition to other development. She noted that this preliminary plat application is simply a technical review of the plan elements that Council reviewed and approved in January. Dublin Code requires that the Planning and Zoning Commission reviews and makes recommendation to Council prior to consideration by Council of the plat. The Commission reviewed the preliminary plat on February 5, 2015.

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

She offered to respond to questions.

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

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

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

Ms. Ray responded that is correct.

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

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

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

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

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

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

Ms. Chinnici-Zuercher seconded the motion.

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

**STAFF COMMENTS**

Mr. McDaniel:

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

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

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

~~Vice Mayor Gerber seconded the motion.~~

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

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



City of Dublin

Land Use and Long Range Planning

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**PLANNING AND ZONING COMMISSION**

**RECORD OF ACTION**

**FEBRUARY 5, 2015**

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

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

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

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

**Applicant:** Nelson Yoder, Crawford Hoying Development Partners.

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

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

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

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

\*Nelson Yoder agreed to the above conditions.

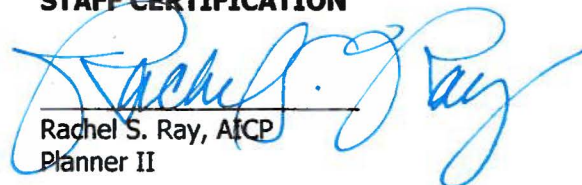
**VOTE:** 6 – 0.

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

**RECORDED VOTES:**

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

**STAFF CERTIFICATION**



Rachel S. Ray, AICP  
Planner II



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Chair invited public comment. [Hearing none.]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Motion and Vote**

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

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

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

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

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

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

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

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

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

**RECORD OF PROCEEDINGS**  
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

January 20, 2015

Held \_\_\_\_\_

20 \_\_\_\_\_

**CALL TO ORDER**

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

**ROLL CALL**

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

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

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

**Introduction and Development Agreement Update**

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

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

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

**RECORD OF PROCEEDINGS**  
Special Meeting of Dublin City Council

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

January 20, 2015

Page 2 of 29

Held

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

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

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

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

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

Mr. Foegler confirmed that Council members are not involved.

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

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

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

Mr. Foegler responded that is correct.

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

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



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

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

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

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

#### **Staff Presentation**

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

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

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

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

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

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

The next steps following this application include:

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

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

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

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

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

Mr. Lecklider inquired if that included the PZC.

Ms. Ray responded affirmatively.

Basic Development Plan Components

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

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

Basic Site Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mayor Keenan inquired if that is true of both examples.

Mr. Meyer responded affirmatively.

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

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

Mr. Gerber inquired the specific width.

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

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

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

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

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

**Applicant Presentation**

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

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

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

Bridge Park – Phase One

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

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

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

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

Timing Details

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

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

Public Realm and Open Spaces

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

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

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

Architecture

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

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

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



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

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

Residential Bridges

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

Sustainability

Bridge Park is sustainable by its very nature.

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

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

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

**Council Questions/Discussion**

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

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

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

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

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

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

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

Ms. Ray confirmed that is correct.

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

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

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

**Staff Recommendations**

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

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

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

Development Plan

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

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

Ms. Salay inquired if the waiver would be needed if the greenway were to be removed.  
Ms. Ray responded that the waiver would still be needed.

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

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

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

Basic Development Plan – 30.9-acre area

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

Basic Site Plan

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

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

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

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

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

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

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

Mr. Ray confirmed that is correct.

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

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

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

### **Public Comment**

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

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

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

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

Chris Amorose Groomes, 5896 Leven Links Court, Dublin stated that she was not aware the public comments would be time limited. She has two items to address. She requested Ms. Ray pull up the 6<sup>th</sup> or 7<sup>th</sup> 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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

Council Discussion

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

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

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

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

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

Mr. Yoder responded affirmatively.

Mr. Lecklider inquired the composition of the material.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mayor Keenan inquired if that issue relates to the lots.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. Ray responded affirmatively.

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

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

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

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

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

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

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

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

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

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

Mr. Yoder responded there are five sky bridges.

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

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

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

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

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

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

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

Transportation was commented on by a couple of speakers. It is a big issue that has been discussed regularly over the years in this area. It does appear that the plan provides 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 21<sup>st</sup> century, hip place to be with new ideas. In his mind, transit options are one of the top three things that should be considered.

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

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

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

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

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

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

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

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

Ms. Ray responded affirmatively.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Vote on Recommendations**

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



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

Vote on the Waivers

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

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

Ms. Salay seconded the motion.

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

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

Ms. Salay seconded the motion.

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

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

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

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

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

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

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

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

Ms. Salay seconded the motion.

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

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

Vice Mayor Gerber seconded the motion.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Mayor – Presiding Officer

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Clerk of Council