Amended Final Development Plan Narrative
W. Bridge Street and Monterey Drive Mixed-Use Development

Introduction
Monterey Village is a walkable, mixed-use development, designed to extend the scale, character, and pedestrian experience of Historic Dublin westward along West Bridge Street. The Amended Final Development Plan ("AFDP") advances the framework approved with the Final Development Plan ("FDP") by organizing over 148,900 square feet of retail, restaurant, upper-floor commercial office space around Monterey Drive, a central town square, and a connected network of sidewalks, plazas, patios, landscaped spaces, and pedestrian passages. The development is composed of multiple one- and two-story buildings with varied roof forms, storefronts, entrances, materials, and architectural expressions so that the project reads as a collection of individual buildings rather than a conventional commercial center. High-quality exterior materials, including brick, stone, wood or wood-appearance siding, glass, and complementary metal detailing, reinforce the scale and material character of Historic Dublin, while allowing the project to maintain a durable and contemporary identity.

The AFDP further refines the architecture, public realm, circulation system, landscape plan, parking structure, and transitions to adjoining properties. The town square and building pedestrian pathway area encompass approximately 0.79 acre and include a flexible-use lawn, clay-paver promenades, shade trees, seating, outdoor dining, and tenant patios. Parking and service functions are located primarily behind buildings or within the parking structure, while active storefronts, multiple entrances, transparent glazing, and pedestrian-scaled architectural details define the principal streets and public spaces.

Changes from the Approved Final Development Plan

1. Architectural Refinement
Overall, the building and site architecture remain substantially consistent with the approved Final Development Plan. Through continued coordination with City staff, several elements have been refined, including the rear facades of Buildings 1 and 2, the structured parking garage, and a large façade update to Building 6, along with other general architectural refinements.

1a. Rear Facades Buildings 1 & 2
Given their immediate proximity to Bridge Street, Buildings 1 and 2 are expected to be occupied primarily by quick-service food, high-visibility retail, and second-floor office tenants. The head-in parking directly behind both buildings is essential to attracting and retaining tenants of this type. Since the FDP submission, the development team has worked with City staff to further develop the rear of these buildings as a second primary frontage. The adjacent sidewalks have been widened to create a more comfortable pedestrian environment. Office entrances have been updated to be more consistent with Class-A office space. In addition, window and tenant entrance locations have been adjusted to create a more consistent rhythm along the facade.

1b. Structured Parking Garage
The development includes a structured parking garage, the majority of which is screened behind Building 7 along Monterey Drive. Because the pedestrian experience leaving the garage is critical to the long-term success of the development, the garage walkway has been redesigned as part of the AFDP. It now includes landscape beds, street trees planted in suspended pavement systems, and a raised pedestrian crossing at Monterey Drive leading to the central green.

In coordination with City staff, the rear of the garage has also been refined with additional brick detailing, a revised crash wall design, and increased landscaping. To show how the garage and Building 2 facades will appear from the cemetery path, the development team prepared detailed renderings from that vantage point, which are included in this submission.

At staff's request, the development team has also identified a location for a future pedestrian connection between the cemetery and the development at the east end of Building 2. We believe this location is more intuitive than a connection through the garage, because it provides a more direct route from Bridge Street.

1c. Building 6

Building 6 represents the most significant architectural revision in the AFDP. Working with City staff, the development team redesigned the building to better reflect the character of the Bridge Street Transition District and to align with the architecture of the rest of the project. The revisions include changes to massing, roof forms, storefronts, and materials on all four elevations of the building. Large storefront doors and canted bay windows give the building a timeless, traditional character while providing highly visible retail frontage. Additionally, the increased articulation amongst the different buildings creates interest and appearance of a village that developed over time.

2. Site and Landscape Updates

The site and landscape plan has been refined since the approved Final Development Plan. Key changes include the addition of surface parking on the Quilt Shop parcel (48 Corbins Mill); refinements to the town square and green space, Monterey Drive, and the pedestrian pathway network; and the collaboration with the Dublin Arts Council.

2a. Surface Parking on former Quilt Shop Parcel

The AFDP includes the surface parking located at 48 Corbins Mill formerly the Red Rooster Quilt Shop (Parcel ID #273-000257), which the development team intends to acquire. The acquisition will add 46 surface parking spaces adjacent to the town square, helping the site meet its parking requirements, and will provide a secondary point of egress from the development. This egress will help relieve congestion during peak hours and reduce cut-through traffic in the adjacent residential neighborhood.

In response to a request from the Planning and Zoning Commission ("PZC"), the plan includes a clearly defined pedestrian walkway through the parking lot. The plan also includes large landscape beds to add greenery at key locations within the lot.

2b. Central Plaza / Green Space Refinements

Since the FDP submission, the town square and green space have been revised to improve walkability and the overall pedestrian experience. Building 8 has been shifted back from Monterey Drive, creating additional gathering space at the central entrance to the square. This change improves pedestrian circulation and gives patrons more room to linger.

The town square also features three restaurant patios, each enclosed by a metal fence and heavily landscaped planter beds. Two of the patios include trees planted in suspended pavement systems, which provide shade and help create a distinctive outdoor dining environment. The third, located west of Building 8, centers on the central green. The approximate 4,000 SF lawn is framed to the north and south by additional trees in suspended pavement and freestanding tables and chairs. Together, these elements are intended to create a space where visitors are encouraged to stay awhile.

The development team envisions the central green hosting live events, morning yoga, holiday festivities, and other community programming that will keep the town square active and reinforce its role as a gathering place for the community.

2c. Monterey Drive
This submission designs Monterey Drive to feel like a historic main street. Street trees alternate with historic-style streetlights in a regular rhythm along both sides of the street, framed by on-street parallel parking. A raised pedestrian crossing connects the parking garage to the center of the project, improving walkability and pedestrian safety while also serving as a traffic-calming measure. At the request of the neighboring community, a pedestrian crosswalk has also been added across Monterey Drive at the south end of the site, adjacent to the new east-west road.

2d. Pedestrian Pathways between buildings
The development team views the pedestrian passageways between buildings as opportunities to create visual interest, intimacy, and connectivity within the development. The AFDP further refines these spaces with increased landscaping and architectural detail. The passageway facades are articulated with windows, material changes, and lighting to create an engaging experience between the street and the plaza. The south passageway, between Buildings 5 and 6, is designed to accommodate outdoor dining that extends into the pedestrian path, giving the space an intimate, activated character.

The AFDP also expands the overall pedestrian network with a new walkway through the Quilt Shop parking lot (see Section 2a) and a future connection at the east end of Building 2 linking Bridge Street, the development, and the cemetery (see Section 1b).

2e. Collaboration with the Dublin Arts Council
The development team has engaged the Dublin Arts Council to help identify and select an artist for a public art installation on the south garage ramp, adjacent to the cemetery. The team has also discussed potential additional public art locations within the development with the Arts Council and will continue to coordinate with them as the site design is finalized.

2f. Grading Refinements
In an effort to make the project more walkable, this updated AFDP includes raising Monterey Drive by about 2 feet from its current elevation at the center of our site. This allowed us to create a raised walkway across Monterey that connects from the passageway of the garage to the center town square. We took this grade change as an opportunity to level the central green. After leveling the center of the development, we were able to create smooth transitions between buildings and throughout the development hardscape of sidewalk pavers, concrete, and building foundations. As a result, several buildings' heights have adjusted to accommodate the change in grade.

Responses to Conditions of Final Development Plan Approval

Condition 1: That the necessary right-of-way at the north end of the added tract be dedicated to the City.
Applicant Response: The applicant will dedicate the necessary right-of-way at the north end of the added tract (48 Corbins Mill Drive) to the City as discussed. Refer to sheet CF6.0.

Condition 2: That the streetscape details of all public streets, including intersection widths and radii, loading zone parameters, and transitions to existing street conditions be coordinated with the City.
Applicant Response: The development team has coordinated with City staff to refine the streetscape details for Monterey Drive, Bridge Street, and the new public east-west road, consistent with the Bridge Street District standards and the Bridge Street redevelopment plan. This coordination included intersection widths and radii, loading zone locations and dimensions, and transitions to existing street conditions, as shown on Sheets CF4.0. The development team will continue to coordinate with City staff on any remaining streetscape details through final engineering.

Condition 3: That modifications be made to the design of the surface parking south of Building 2 and/or to the entrances on the south elevation of that building to allow for proper pedestrian circulation in that area per the intent of the Bridge Street District and the Historic Transition Neighborhood.
Applicant Response: The AFDP modifies both the surface parking area and the south elevations of Buildings 1 and 2 to improve pedestrian circulation, consistent with the intent of the Bridge Street District and the Historic Transition Neighborhood. The sidewalks adjacent to the buildings have been widened, office entrances have been redesigned, and window and tenant entrance locations have been adjusted to better relate to the parking area and pedestrian routes. These changes are described in Section 1a and shown on Sheets AF2.1-AF2.5.

Condition 4: That an intuitive pedestrian path be provided between the development site and Corbins Mill Drive through the shared parking area on the parcel to the west.
Applicant Response: The AFDP includes a clearly defined pedestrian walkway through the surface parking area on the Quilt Shop parcel, connecting the development to Corbins Mill Drive. The walkway includes striping exiting the town square and is lined with landscape beds to provide a direct, visible route for pedestrians. This connection is described in Section 2a and shown on Sheet LF2.0, CF4.0, GF3.0.

Condition 5: That bicycle parking be incorporated in the open space areas and/or in locations visible from the open spaces and the buildings' front doors.
Applicant Response: Bicycle parking has been incorporated throughout the development in locations visible from the Town Square and building entrances. A total of 49 bicycle parking spaces are provided with locations shown on Sheets GF3.0.

Condition 6: That 2-3 electric car charging points be incorporated.
Applicant Response: The AFDP incorporates 3 electric vehicle charging stations, located on the top level of the garage.

Condition 7: That connectivity to the Dublin Cemetery to the east and Monterey Park to the south be provided with locations to be coordinated with the City.
Applicant Response: The AFDP provides pedestrian connectivity to both the Dublin Cemetery and Monterey Park, with locations coordinated with City staff. At staff's request, a future pedestrian connection to the Dublin Cemetery has been identified at the east end of Building 2, providing a direct route between Bridge Street, the development, and the cemetery, as described in Section 1b. To the south,

pedestrian crosswalk across Monterey Drive at the new east-west road and a sidewalk connection along the new east-west road provides access to Monterey Park, as described in Section 2c. These connections are shown on Sheet CF4.0, LF3.0.

Condition 8: That the applicable tree replacement requirements be addressed at the Building and Site Permit stage.
Applicant Response: The applicant acknowledges this condition. Applicable tree replacement requirements will be addressed at the Building and Site Permit stage, in accordance with the City's tree preservation and replacement standards.

Condition 9: That Building 7, including the parking structure, be shifted two feet to the west to maximize protection of the existing trees along the east property line.
Applicant Response: After several meetings with City staff it was agreed to leave the 15-foot set back from the cemetery. The development team met with Ahlum & Arbor the proposed increase in setback provided a negligible benefit to the existing trees. However, the following steps will be taken to protect the trees regardless of setback: (1) Establish tree protection zones with fencing to keep construction traffic away, (2) Apply growth regulator and use vertical mulching to reduce soil compaction where necessary, (3) Aerate the soil and add mulch rings around each tree to support root recovery. The development team will take these steps to protect the trees. Additionally, we added a significant number of new trees along the exterior of the garage facing the cemetery, as well as along Monterey Drive. Refer to renderings at GF2.20 and GF2.6.

Condition 10: That the applicant coordinate with the City and the Dublin Arts Council to create an appropriate buffer from the cemetery expansion site without encroaching unto that site.
Applicant Response: The development team has engaged the Dublin Arts Council to assist in finding an artist to produce a public art installation for this location (Section 2e). The additional landscaping, brick detailing, and screening at the rear of the garage described in Section 1b also contribute to this buffer. All buffer elements will be located entirely within the development site and will not encroach onto the cemetery expansion site.

Condition 11: That the landscape plan be updated to meet all applicable requirements and provide appropriate buffering.
Applicant Response: The landscape plan has been updated to meet all applicable requirements of the Bridge Street District and to provide appropriate buffering to adjacent properties. Along the western residential boundary, parking has been removed from the most sensitive portion of the property line, vehicle headlights have been redirected away from the adjoining home, and a six-foot-high solid privacy fence with supplemental landscaping has been added. Along the cemetery, additional landscaping and architectural screening have been provided at the parking garage, as described in Condition 10 and Section 1b. The updated landscape plan is shown on Sheets LF3.0-LF3.2, LF4.0.

Condition 12: That the applicant continue to work with City staff on refining the architectural details, including the parking structure, and submit an Amended Final Development Plan for review and approval of the remaining architectural development standards and any other site or landscaping updates.
Applicant Response: The applicant has continued to work with City staff to refine the architectural details of the development, including the parking structure, and this AFDP is submitted in response to this condition. Architectural refinements, including the rear facades of Buildings 1 and 2, the parking structure, and the redesign of Building 6, are described in Section 1. Site and landscape updates are described in Section 2.

Condition 13: That a photometric plan and light fixture cut sheets be provided at the Building Permit stage to verify compliance with all applicable requirements.
Applicant Response: The applicant acknowledges this condition. A photometric plan and light fixture cut sheets will be provided at the Building Permit stage to verify compliance with all applicable requirements.

Condition 14: That the applicant continue to work with the City Engineering staff on all utility and site-related issues, including the design and configuration of the stormwater detention needed for the site for both public and private improvements to properly account for known capacity concerns in the existing storm sewer system.
Applicant Response: The applicant continues to work with City Engineering staff on all utility and site-related issues. The stormwater detention for the site has been designed to serve both the public and private improvements and to account for the known capacity concerns in the existing storm sewer system. Preliminary stormwater management and utility plans are included on Sheets CF5.0-CF7.0 and CF13.0-15.0. The applicant will continue to coordinate with City Engineering through final engineering and permitting.