

**To:** Members of Dublin City Council  
**From:** Dana L. McDaniel, City Manager */MAC/dm*  
**Date:** October 15, 2018  
**Initiated By:** Vincent A. Papsidero, FAICP, Planning Director  
Claudia D. Husak, AICP, Senior Planner/Current Planning Manager  
**Re:** Basic Plan – Bridge Park Block G – (Case#18-061BPR)

## Summary

This is a request for review and approval of a Basic Plan Review for a ±2.38-acre development containing three new buildings with office space, restaurant space, a parking garage, multi-family residential space and open space located on the north south side of Bridge Park Avenue, between Dale Drive to the east and Mooney Street to west and north of Tuller Ridge Drive. City Council members are asked to review and make determinations on the Basic Plan applications in accordance with the Bridge Street District (BSD) zoning regulations. Under these provisions, all projects involving development agreements require Basic Plan Review by City Council, who will then direct the review of the final Development Plan and Site Plan applications to City Council, the Planning and Zoning Commission, or the Administrative Review Team. This request includes four Waivers and seven Conditions for the Basic Plan.

## Background

City Council and the Planning and Zoning Commission have reviewed and approved several applications for development within Bridge Park. Blocks A, B, C, D and H are either currently under construction or have been open and operational for some time.

The Planning and Zoning Commission provided informal feedback on this proposal at their September 20, 2018 meeting and generally welcomed the proposal. Feedback centered on the usability of the proposed open spaces, the pedestrian realm, particularly at the private drive between the proposed hotel and garage, the appropriateness of shared parking and the continuation of the development as a destination point. The Commission welcomed the variation in the intended architectural character of the proposal.

The application was reviewed at the September 20, 2018 Administrative Review Team (ART) meeting and was recommended for approval to City Council at the October 11, 2018 ART meeting with the approval of one Administrative Departures, six waivers and seven conditions for the Basic Plan.

## Application Overview

This is a request for approval of a Basic Plan Review for the construction of three buildings on two newly subdivided lots within the block. On Lot 9 at the north is a proposed 109 multi-family dwelling unit building that is directly adjacent to the south by a 291-space parking structure with eight studio units lining the east side. A ±0.17-acre amenity space is located on the interior of

these buildings. The proposed building on Lot 18 to the south contains ±112,877 square feet of office space with ±18,797 square feet of restaurant space at the ground story.

*Basic Plan Review.* The purpose of the application for Basic Plan Review is to conduct a conceptual analysis of the arrangement of proposed uses, buildings, and open spaces and provide direction on the proposed architectural concepts. The Basic Plan Review applications are not intended to provide a determination on all project details; further details will be determined at the (final) Development Plan Review, and (final) Site Plan Review.

### **City Council Actions: Bridge Park Block G**

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

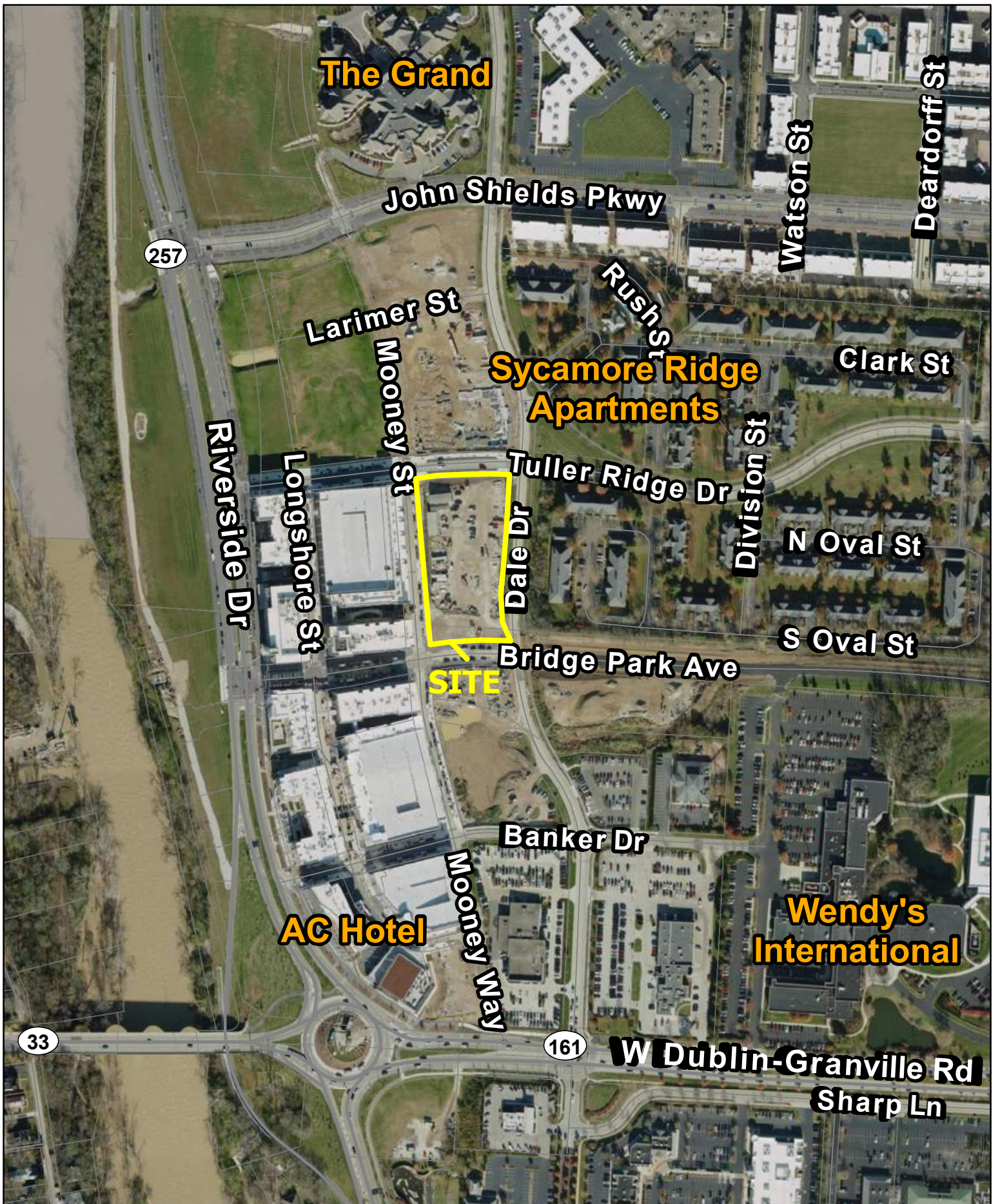
- 1) Waivers
- 2) Basic Plan Review with conditions
- 3) Required reviewing body determination for future Development Plan Review and Site Plan Review applications (CC, PZC, or ART).

### **Recommendation**

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

- 1) Approve the 4 Waivers:
  - 1) Building Types – Front Property Line Coverage (Building G2)
  - 2) Building Types – Front Property Line Coverage (Building G4)
  - 3) Building Types – Ground Story Use (Building G2)
  - 4) Building Types – Maximum Permitted Building Height (Building G1)
- 2) Approve the Basic Plan with 7 Conditions:
  - 1) That the applicant be request approval of a curb cut along a principal frontage street (Building G2 along Dale Drive) by the City Engineer at Final Site Plan Review;
  - 2) That the applicant work with staff to ensure that the internal circulation of the parking structure meets building applicable code requirements at the Final Site Plan Review;
  - 3) That the proposed design of the plaza and streetscape extension adjacent to Building G1 be revised to meet Code to provide adequate pedestrian space;
  - 4) That the applicant provide additional information to evaluate the actual relationship between the existing and proposed building G1 to the building in Block H prior to submitting for Final Site Plan Review;
  - 5) That the applicant will have to address inconsistencies between the plans prior to applying for a Final Site Plan Review;

- 6) That the setback along the shopping corridor along Bridge Park Avenue meet Code requirements; and,
  - 7) That the applicant revise the plans to eliminate door swings into the ROW.
- 3) Determine the required reviewing body determination for future Development Plan Review and Site Plan Review applications (CC, PZC, or ART).



**The Grand**

**John Shields Pkwy**

**Watson St**  
**Deardorff St**

257

**Larimer St**

**Rush St**

**Sycamore Ridge Apartments**

**Clark St**

**Riverside Dr**

**Longshore St**

**Mooney St**

**Tuller Ridge Dr**

**Division St**

**N Oval St**

**Dale Dr**

**S Oval St**

**Bridge Park Ave**

**SITE**

**Banker Dr**

**AC Hotel**

**Mooney Way**

**Wendy's International**

33

161

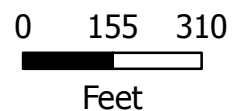
**W Dublin-Granville Rd**

**Sharp Ln**



City of Dublin

18-061BPR  
Basic Plan Review  
Bridge Park  
Block G





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 AUG 29 2018  
 CITY OF DUBLIN  
 PLANNING

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Planning | 2017

Case # 18 - 0613PR

PLANNING APPLICATION

This is the general application form for Boards and Commissions. In addition, applicants should submit a checklist with the requirements for the application type indicated below. Attach additional sheets if necessary.

**I. REVIEW REQUESTED:**

- Administrative Appeal
- Administrative Departure
- Amended Final Development Plan
- Amended Final Development Plan - Sign
- Architectural Review Board
- Basic Development Plan Review
- Basic Site Plan Review
- Building Code Appeal
- Community Plan Amendment
- Concept Plan
- Conditional Use
- Development Plan Review - Bridge Street District
- Development Plan Review - West Innovation District
- Demolition
- Final Development Plan
- Final Plat
- Informal Review
- Master Sign Plan
- Minor Modification
- Minor Project Review
- Minor Subdivision
- Non-Use (Area) Variance
- Preliminary Development Plan/PUD Rezoning
- Preliminary Plat
- Site Plan Review - Bridge Street District
- Site Plan Review - West Innovation District
- Special Permit
- Standard District Rezoning
- Use Variance
- Waiver Review
- Wireless Communications Facility
- Zoning Code Amendment

**II. PROPERTY INFORMATION:** Provide information about the property including existing and proposed development.

Property Address(es): <p style="text-align: center; font-size: 1.2em;">Bridge Park Block G</p>	
Tax ID/Parcel Number(s) (List All): <p style="text-align: center; font-size: 1.1em;">273-012471</p>	Parcel Size(s) in Acres (List Each Separately): <p style="text-align: center; font-size: 1.1em;">2.29</p>
Existing Land Use/Development: <p style="text-align: center; font-size: 1.1em;">Vacant Land</p>	Existing Zoning District: <p style="text-align: center; font-size: 1.1em;">BSD Scioto River</p>
Proposed Land Use/Development: <p style="text-align: center; font-size: 1.1em;">Mixed Use</p>	Proposed Zoning District: <p style="text-align: center; font-size: 1.1em;">BSD Scioto River</p>

**III. CURRENT PROPERTY OWNER(S):** Indicate the person(s) or organization(s) who own the property proposed for development.

Name (Individual or Organization): <p style="text-align: center; font-size: 1.1em;">Nelson Yoder (Scioto Tuller Acquisition, LLC)</p>
Mailing Address (Street, City, State, ZIP): <p style="text-align: center; font-size: 1.1em;">6640 Riverside Drive, Suite 500 Dublin, Ohio 43017</p>
Email/Phone Number: <p style="text-align: center; font-size: 1.1em;">614-335-2020 / nyoder@crawfordhoying.com</p>

For questions or more information, please contact Planning at 614.410.4600 | [www.dublinohioUSA.gov](http://www.dublinohioUSA.gov)



EVERYTHING GROWS HERE.

RECEIVED

15-0613PR  
AUG 29 2018

FILE COPY

PLANNING

**IV. APPLICANT(S):** Complete this section if the person/organization representing the applicant/ property owner is different from the applicant.

Not Applicable

Name (Individual or Organization): James Peltier PE, EMH&T

Mailing Address (Street, City, State, ZIP): 5500 New Albany Rd, Columbus Ohio 43054

Phone Number: 614-775-4363

Email: jpeltier@embt.com

**V. REPRESENTATIVE(S):** Complete this section if the person/ organization representing the applicant/ property owner is different from the applicant (such as the project manager or property owner's legal council).

Not Applicable

Name (Individual or Organization):

Mailing Address (Street, City, State, ZIP):


Phone Number:


Email:

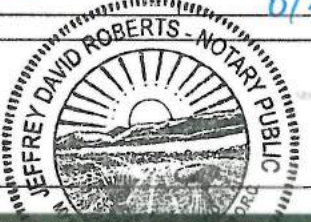
**VI. PROPERTY OWNER'S AUTHORIZATION OF APPLICANT(S)/ AUTHORIZED REPRESENTATIVE:** The Property Owner listed in Section III must authorize the Applicant listed in Section IV and/or the Authorized Representative listed in Section V to act on the Owner's behalf with respect to this application.

Not Applicable

I Nelson Yoder, the **property owner**, hereby authorize James Peltier to act as my **representative(s)** in all matters pertaining to the processing and approval of this application, including modification to the application. I agree to be bound by all representations and agreements made by the designated representative (listed in Sections III and/or IV).

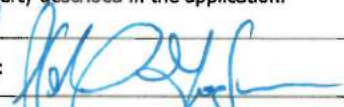
Original Signature of Property Owner (listed in Section II):  Date: 8/28/2018

Subscribed and sworn before me this 28<sup>th</sup> day of August, 2018  
 State of Ohio  
 County of Franklin Notary Public 



**VII. AUTHORIZATION TO VISIT THE PROPERTY:** Site visits to the property by City representative are essential to process the application. The Property Owner/ Applicant/ Authorized Representative (listed in Section II), hereby authorizes City representatives to enter, photograph, and post a notice on the property described in this application. This is optional, but strongly recommended.

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

Original Signature of Property Owner or Authorized Representative:  Date: 8/28/2018

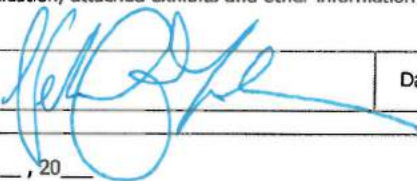
For questions or more information, please contact Planning at 614.410.4600 | www.dublinohioUSA.gov



**VIII. APPLICANT'S AFFIDAVIT OF ACKNOWLEDGMENT:** This section must be completed with an **original signature** and **notarized**.

**Original Document Attached**

I Nelson Yoder, the **property owner or authorized representative**, have read and understand the contents of this application. The information contained in this application, attached exhibits and other information submitted is complete and in all respects true and correct to best of my knowledge and belief.

Original Signature of Property Owner or Authorized Representative:  Date: 8/28/2018

Subscribed and sworn before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_  
 State of \_\_\_\_\_  
 County of \_\_\_\_\_ Notary Public \_\_\_\_\_

**FOR OFFICE USE ONLY:**

Case Title: <u>BSD-SRN - BRIDGE PARK, Block G</u>	Date Received: <u>8/29/18</u>
Case Number: <u>18-061BPR</u>	Next Decision Due Date (If Applicable):
Amount Received: <u>\$1,190.00</u>	
Receipt Number: <u>12432</u>	Final Date of Determination:
Reviewing Body (Circle One): <u>ART</u> ARB BZA CC <u>PZC</u>	
Map Zone: <u>C-1</u>	Related Cases:
Determination or Action:	
Ordinance Number (If Applicable):	



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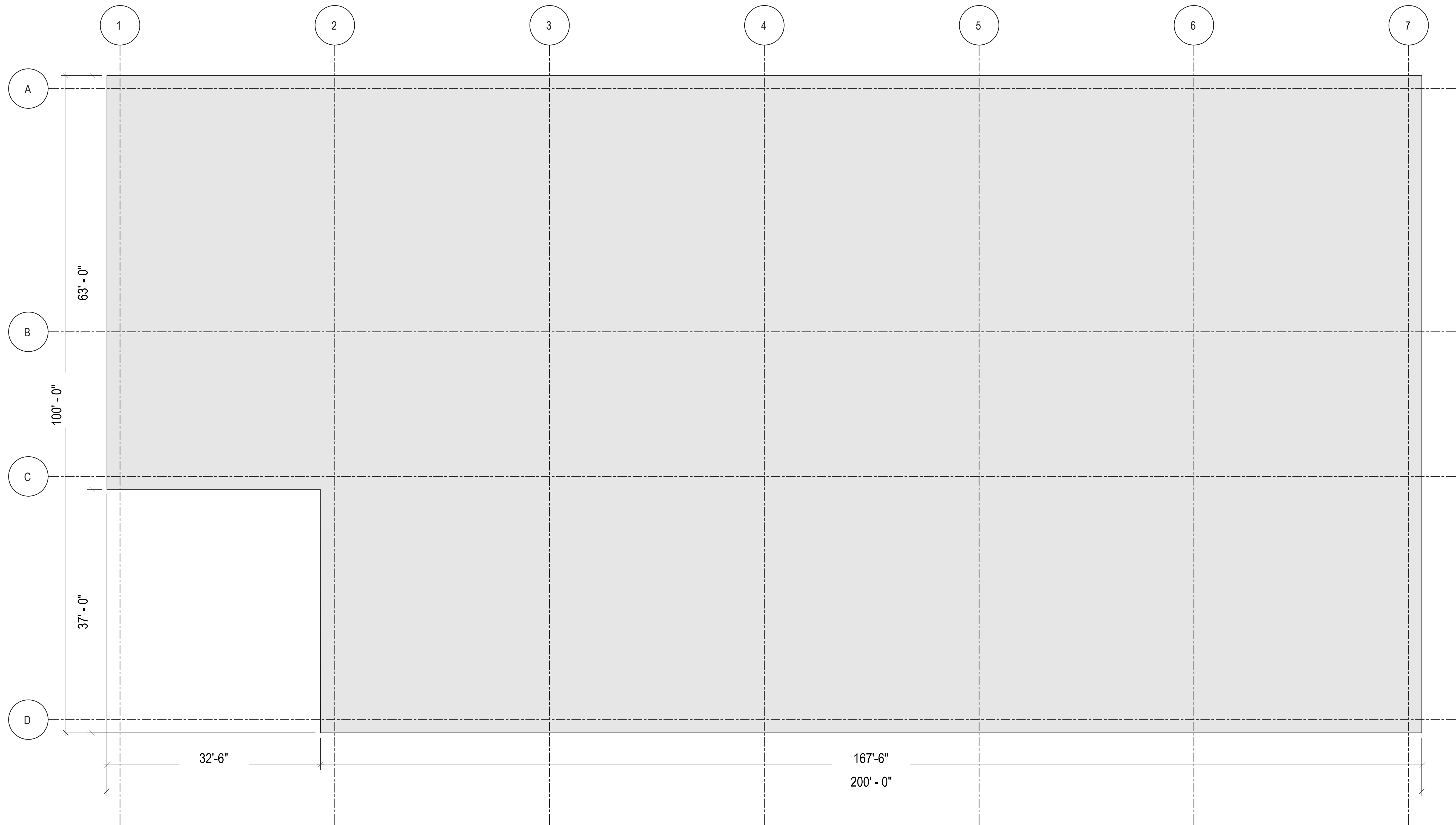




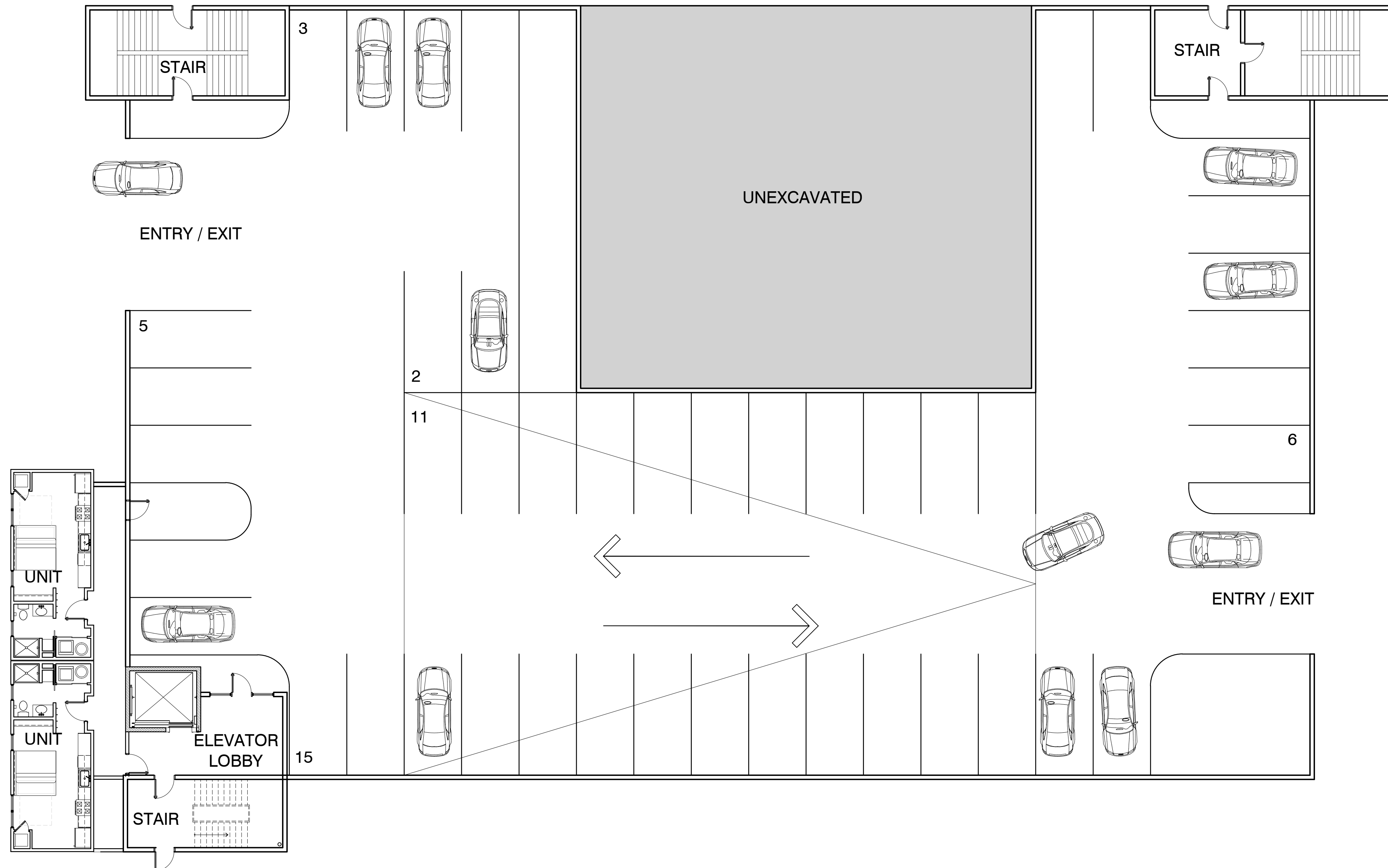
block g | **bridge park**  
basic site plan submittal | **september 12, 2018**







BUILDING AREA:	131,586 sq. ft. Gross
Ground Floor:	18,798
	5,200 Restaurant
	13,598 Retail
Floors 2-7 Office:	18,798 ea.



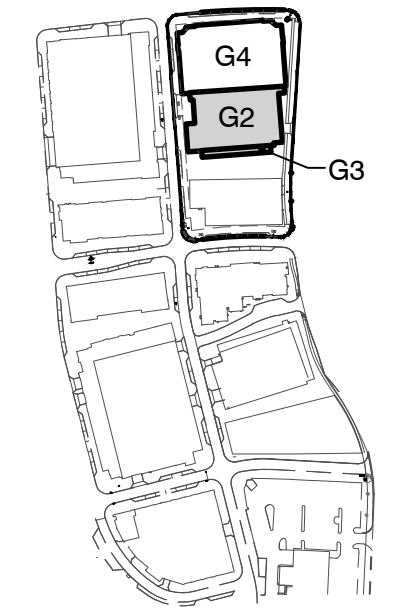
**BUILDING G2  
(GARAGE)**

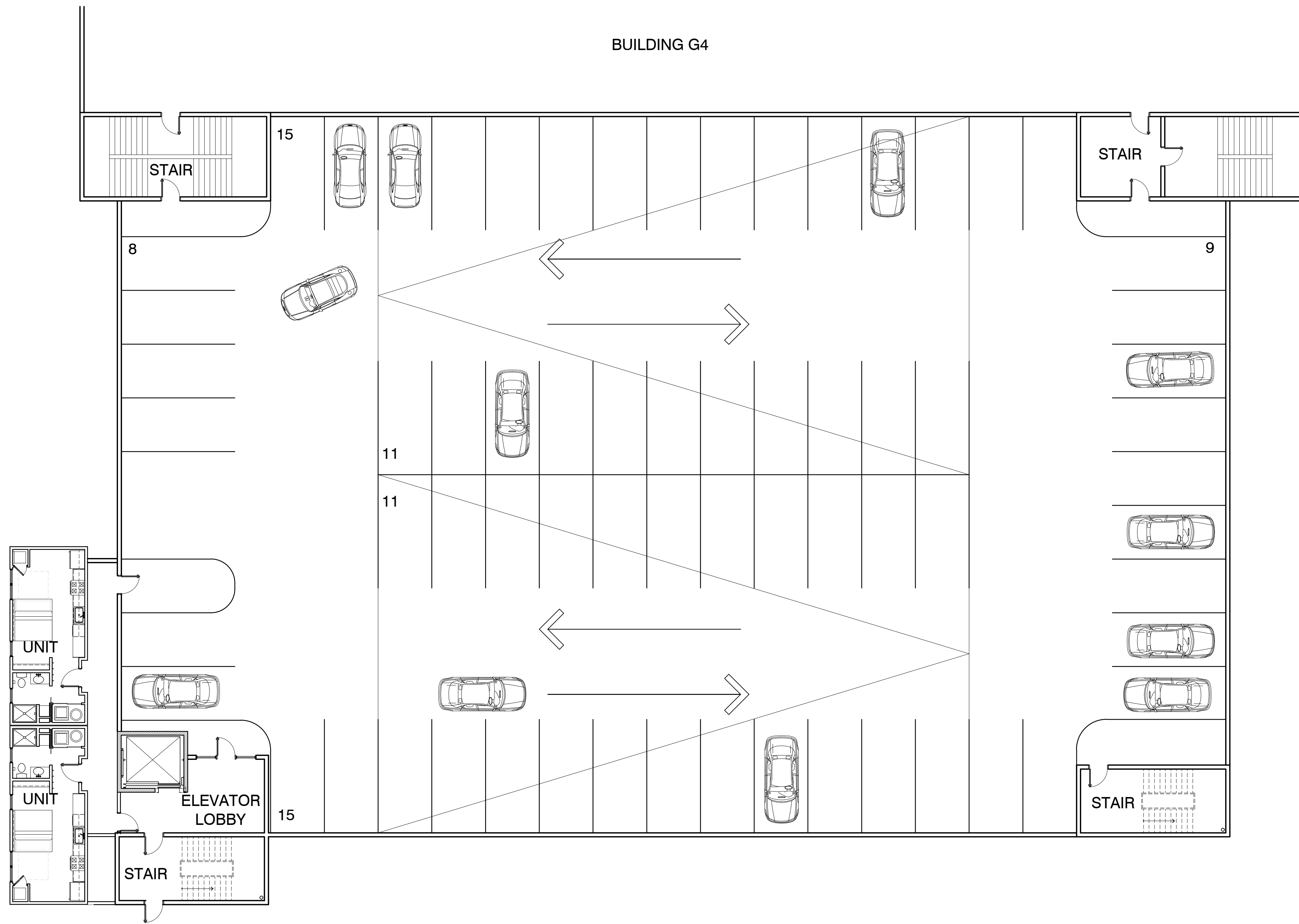
- 22,525 S.F. TYPICAL FOOTPRINT
- 101,350 S.F. TOTAL DECK
- 4.5 STORIES, 50'-0" HT.

**BUILDING G3  
(RESIDENTIAL)**

- CORRIDOR BUILDING TYPE
- 1,080 S.F. PER FLOOR
- 4,320 S.F. TOTAL BUILDING
- 8 UNITS TOTAL
- 4 STORIES, 42'-0" HT.

**KEY PLAN**





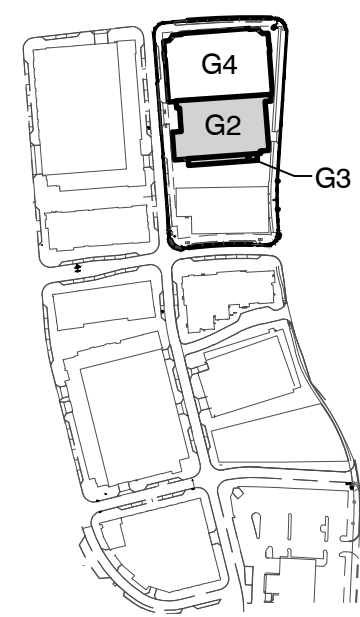
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(GARAGE)**

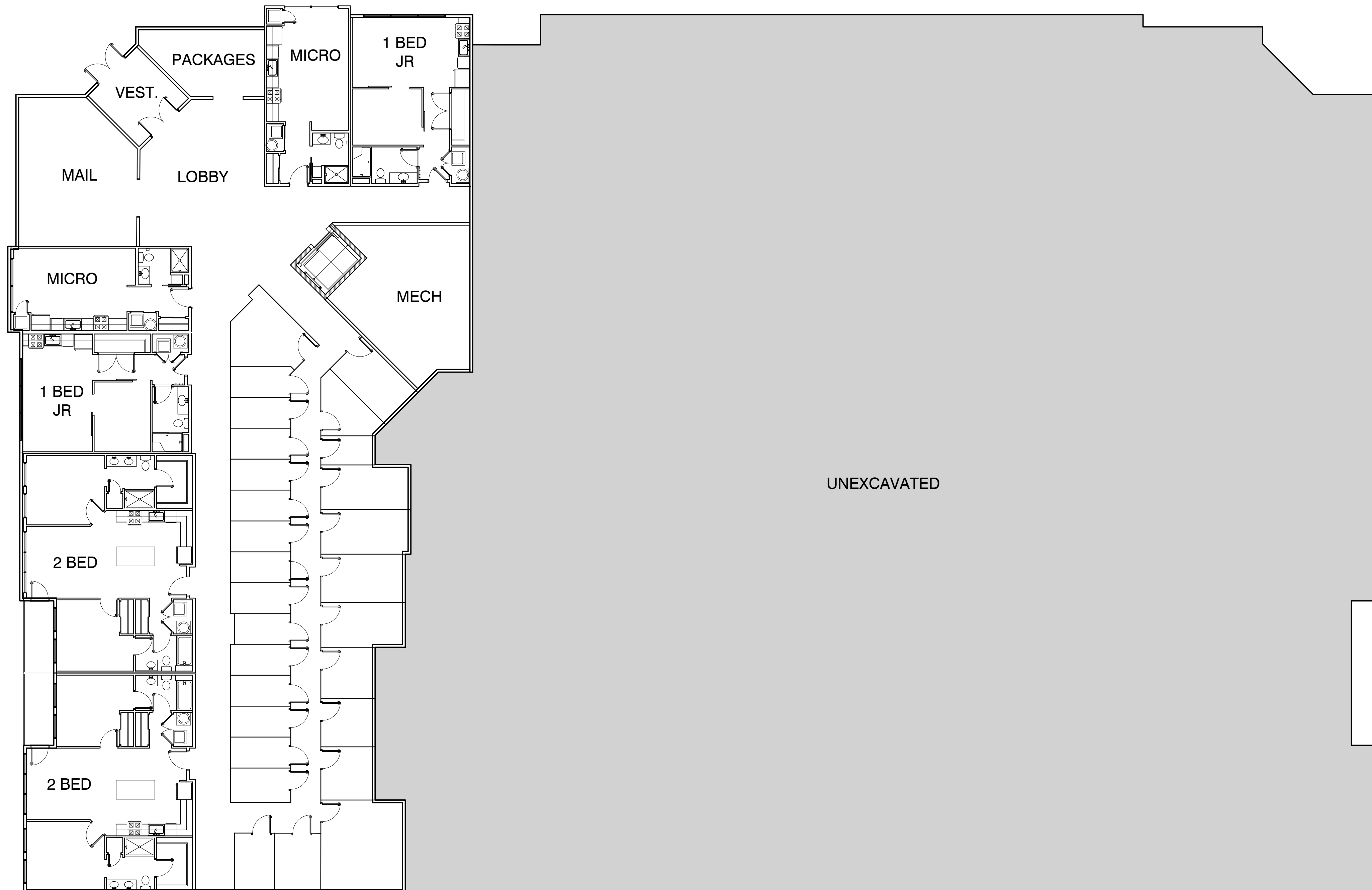
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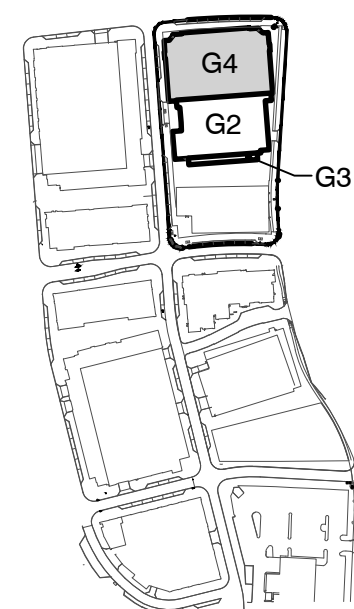


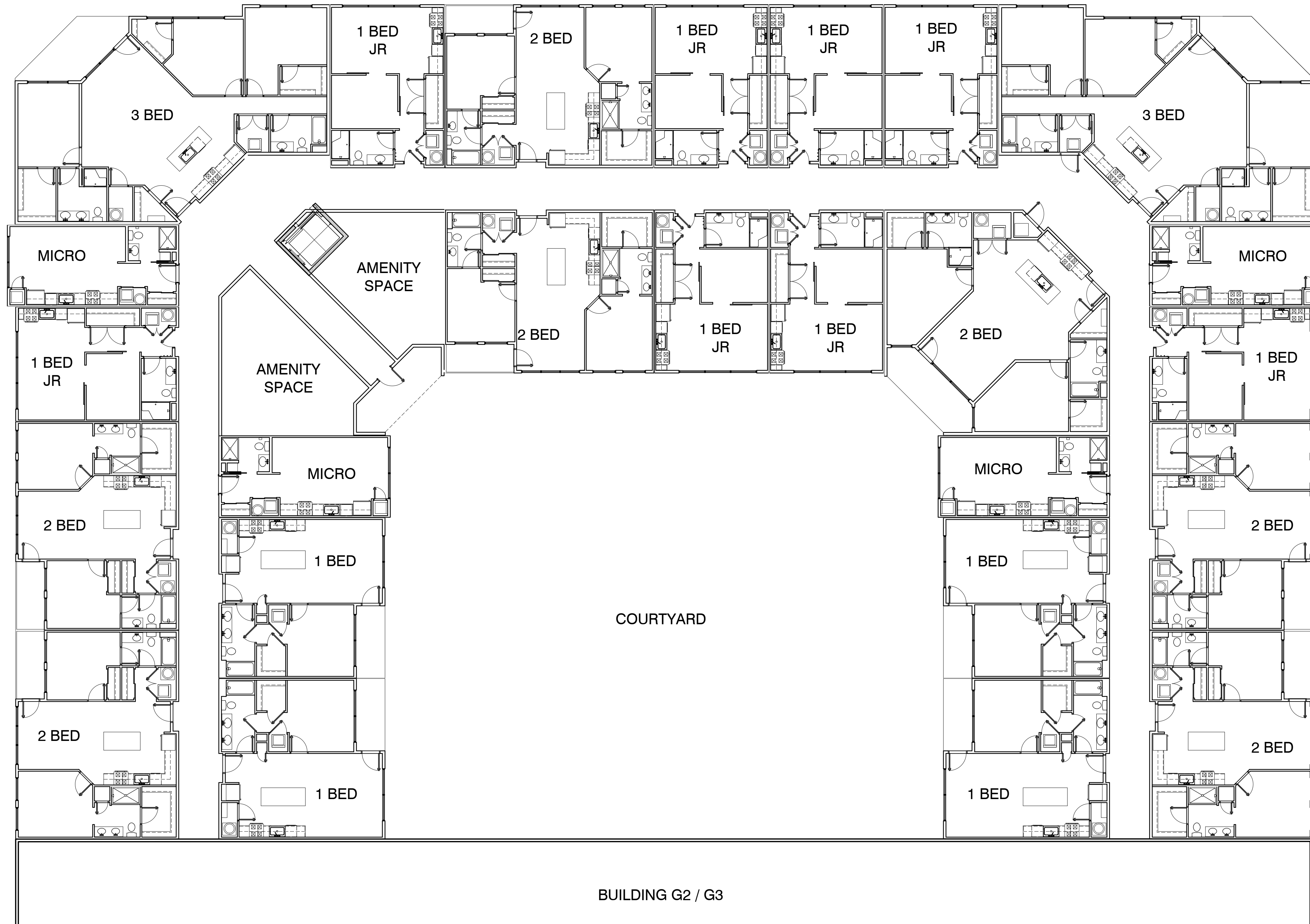


**BUILDING G4  
(RESIDENTIAL)**

- CORRIDOR BUILDING TYPE
- 9,515 S.F. GROUND FLOOR
- 105,063 S.F. TOTAL BUILDING
- 109 UNITS TOTAL
- 4 PLUS ONE STORIES, 63'-0" HT.

**KEY PLAN** 



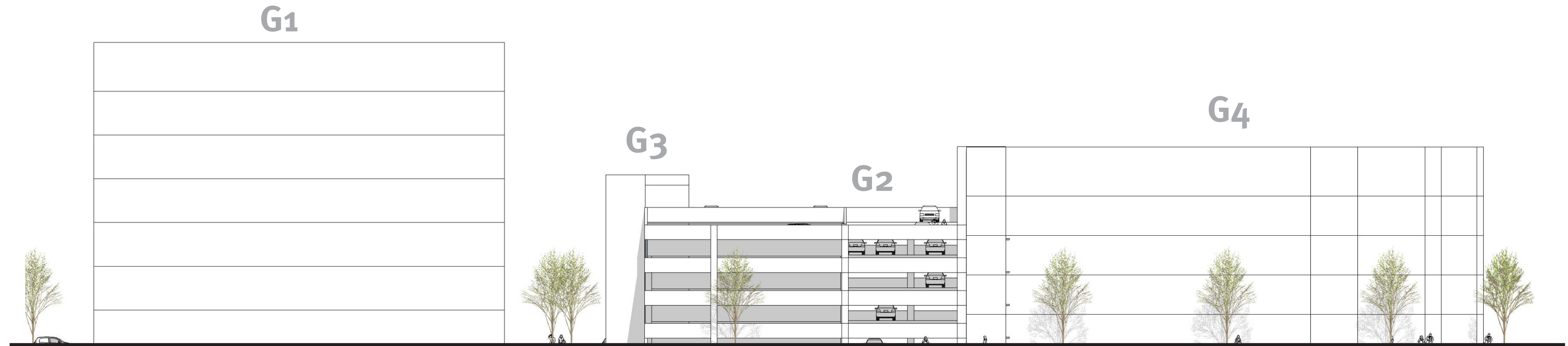


KEY PLAN



**BUILDING G4  
(RESIDENTIAL)**

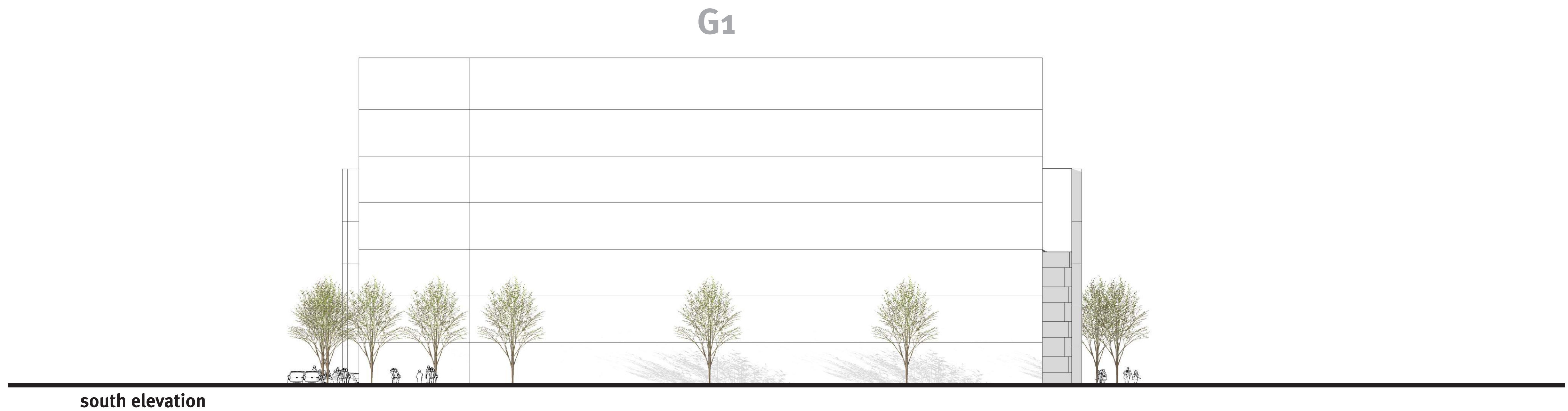
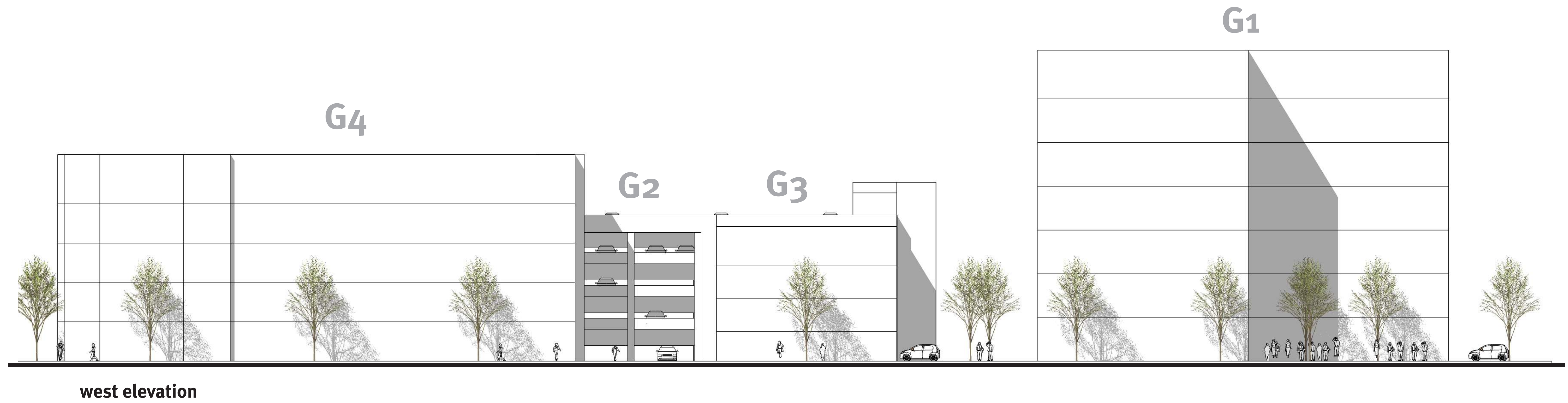
- CORRIDOR BUILDING TYPE
- 23,887 S.F. UPPER FLOORS
- 105,063 S.F. TOTAL BUILDING
- 109 UNITS TOTAL
- 4 PLUS ONE STORIES, 63'-0" HT.



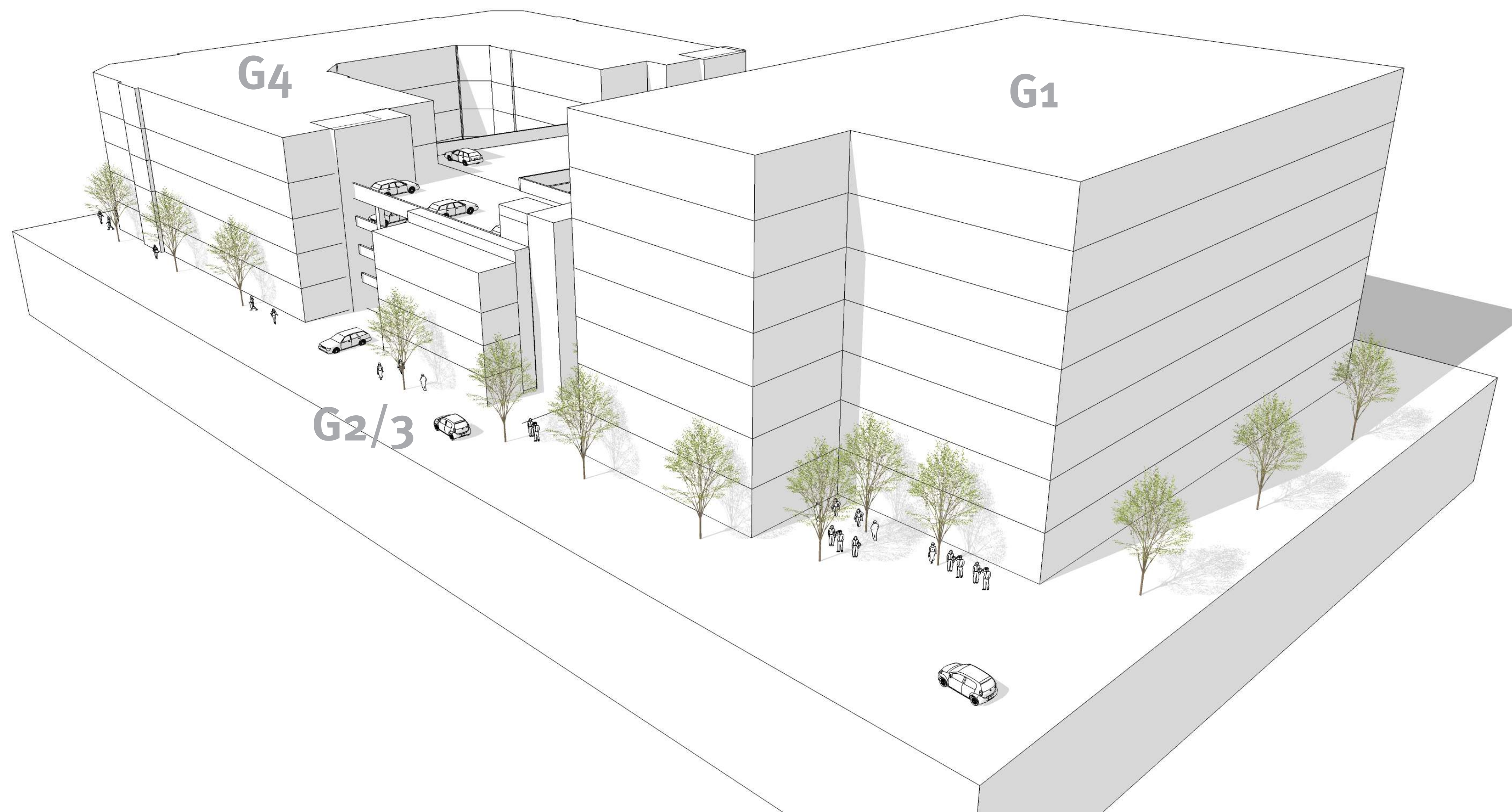
east elevation



north elevation



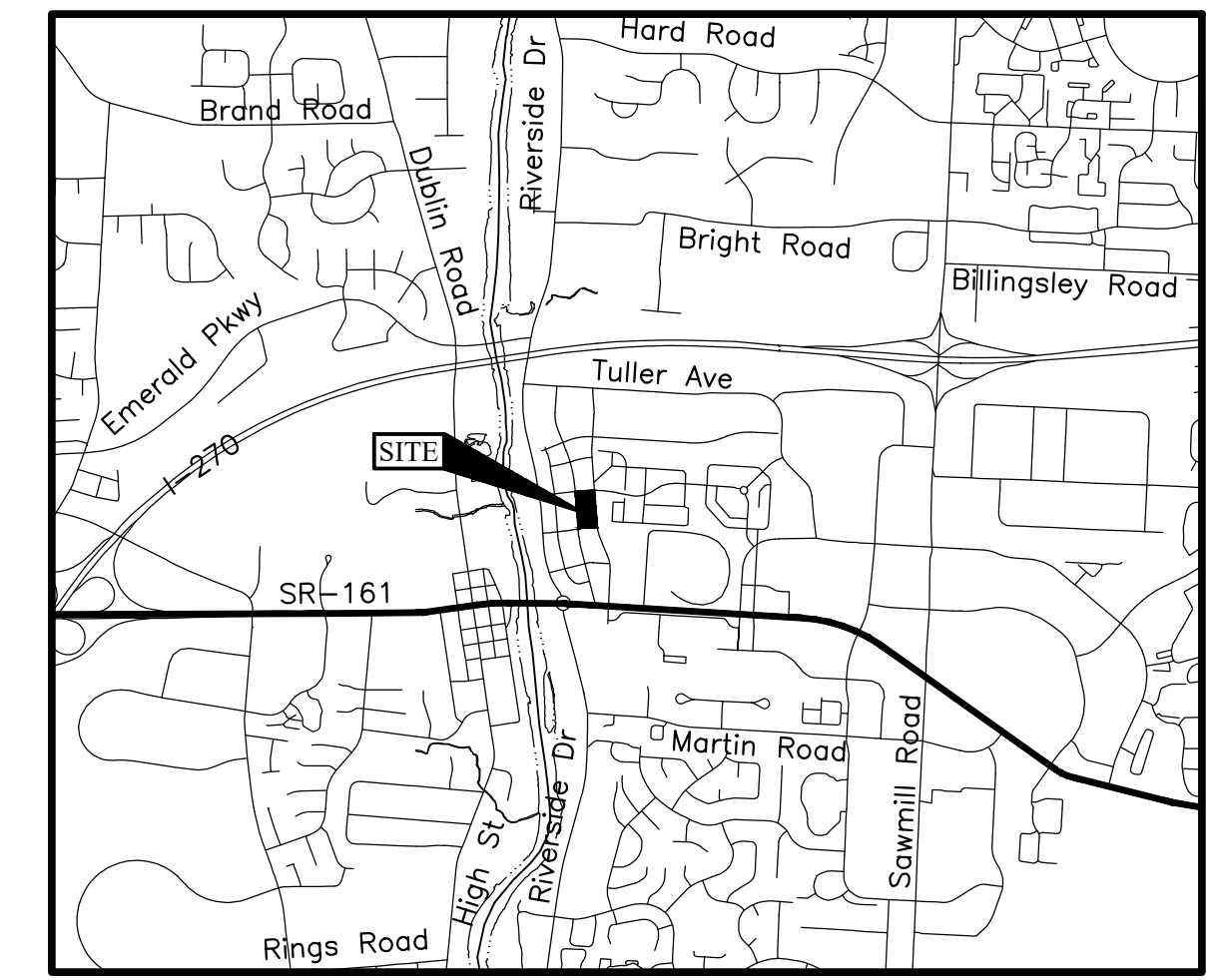




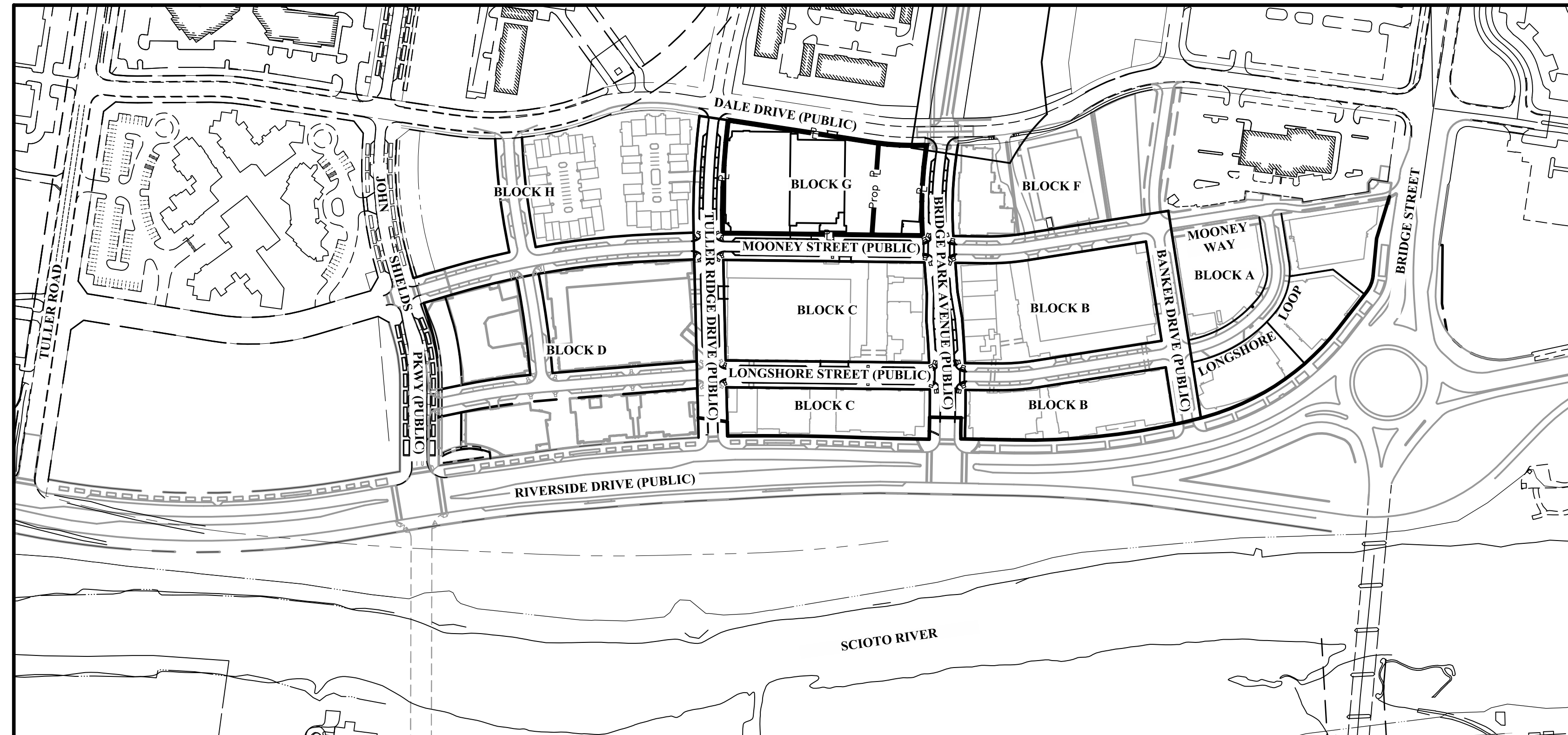




CITY OF DUBLIN, FRANKLIN COUNTY, OHIO  
**BASIC PLAN**  
 FOR  
**BRIDGE PARK**  
**BLOCK G**  
 2018



**LOCATION MAP**  
Not to Scale



**INDEX MAP**  
Scale: 1" = 200'

**SHEET INDEX**

Title Sheet	1
Existing Conditions Plan	2
Overall Site Plan	3
Site Plan	4
Grading & Utility Plan	5
Typical Sections	7

**Building Summary**

Building	Building Type
G1	Corridor Building
G2	Parking Garage
G3	Corridor Building
G4	Corridor Building

**Residential Required Parking**

Building	3 BR	2 BR	1 BR	Studio	Total
G3	0	0	0	8	8
G4	8	33	50	18	99
<b>Total Units</b>	<b>8</b>	<b>33</b>	<b>50</b>	<b>26</b>	<b>117</b>
Min. Required Parking/Unit	2	1.5	1	1	
Max Allowable Parking/Unit	2	2	2	2	
Min. Parking Required	16	50	50	26	142
Max Parking Allowed	16	66	100	52	234
Bicycle Parking Required					59

**Commercial Required Parking**

Building	Restaurant	Office	Total
G1	18,797	112,788	
<b>Total SF</b>	<b>18,797</b>	<b>112,788</b>	<b>131,585</b>
Min. Required Parking	10/1000 SF	3/1000 SF	
Max Allowable	125%	125%	
Min. Parking Required	188	339	527
Max Parking Allowed	235	424	659
Bicycle Parking Required			53

**Parking Provided**

	On Street	Parking Structure	Total
Block G	23	-	23
Building G2 Garage	-	291	291
*Block C Garage	-	355	355
<b>Total</b>	<b>23</b>	<b>646</b>	<b>669</b>
<b>Total Parking Provided</b>			<b>669</b>
Minimum Parking Required			669
Max Parking Allowed			893
Bicycle Parking Required			112
Bicycle Parking Provided			112
ADA Accessible Parking Required			13
ADA Accessible Parking Provided			13
Loading Spaces Required			3
Loading Spaces Provided			3

**\* Block C Garage**

	Total Spaces
	869
Average available spaces	633
Minimum Number of Spaces Available during Study	506
Maximum Number of Spaces Available during Study	740

Note: The information provided in reference to the Block C Garage is per an ongoing study being completed by Crawford Hoying.

**DEVELOPER/OWNER**

Crawford Hoying Development Partners  
 6640 Riverside Drive, Suite 500  
 Dublin, Ohio 43017  
 Tel: (614) 335-2020  
 Fax: (614) 850-9191  
 Nelson Yoder

**ENGINEER**

EMH&T Inc.  
 5500 New Albany Road  
 Columbus, Ohio 43054  
 Tel: (614) 775-4500  
 Fax: (614) 775-4800  
 James Peltier

**ZONING**

Zoned BSD Scioto River  
 Neighborhood District

**LANDSCAPE ARCHITECT**

MKSK  
 462 South Ludlow Alley  
 Columbus, Ohio 43215  
 Tel: (614) 621-2796  
 Fax: (614) 621-3604  
 John Woods

**PROJECT DESCRIPTION**

This project is a proposal for development on approximately 2.29 acres, for a mixed-use development located on the east side of Mooney Street, south of Tuller Ridge Drive, west of Dale Drive, and north of Bridge Park Avenue.

**SITE DATA**

Zoned BSD Scioto River Neighborhood District  
 Total Site Area: ±2.28 Acres  
 Lot 9 Area: ±1.78 Acres  
 Lot 18 Area: ±0.50 Acres

REVISIONS

MARK	DATE	DESCRIPTION



CITY OF DUBLIN, FRANKLIN COUNTY, OHIO

**BRIDGE PARK**  
**BLOCK G**  
**TITLE SHEET**



**DATE**

September 12, 2018

**SCALE**

As Noted

**JOB NO.**

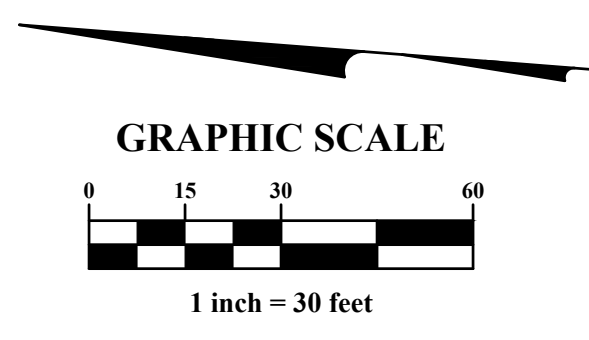
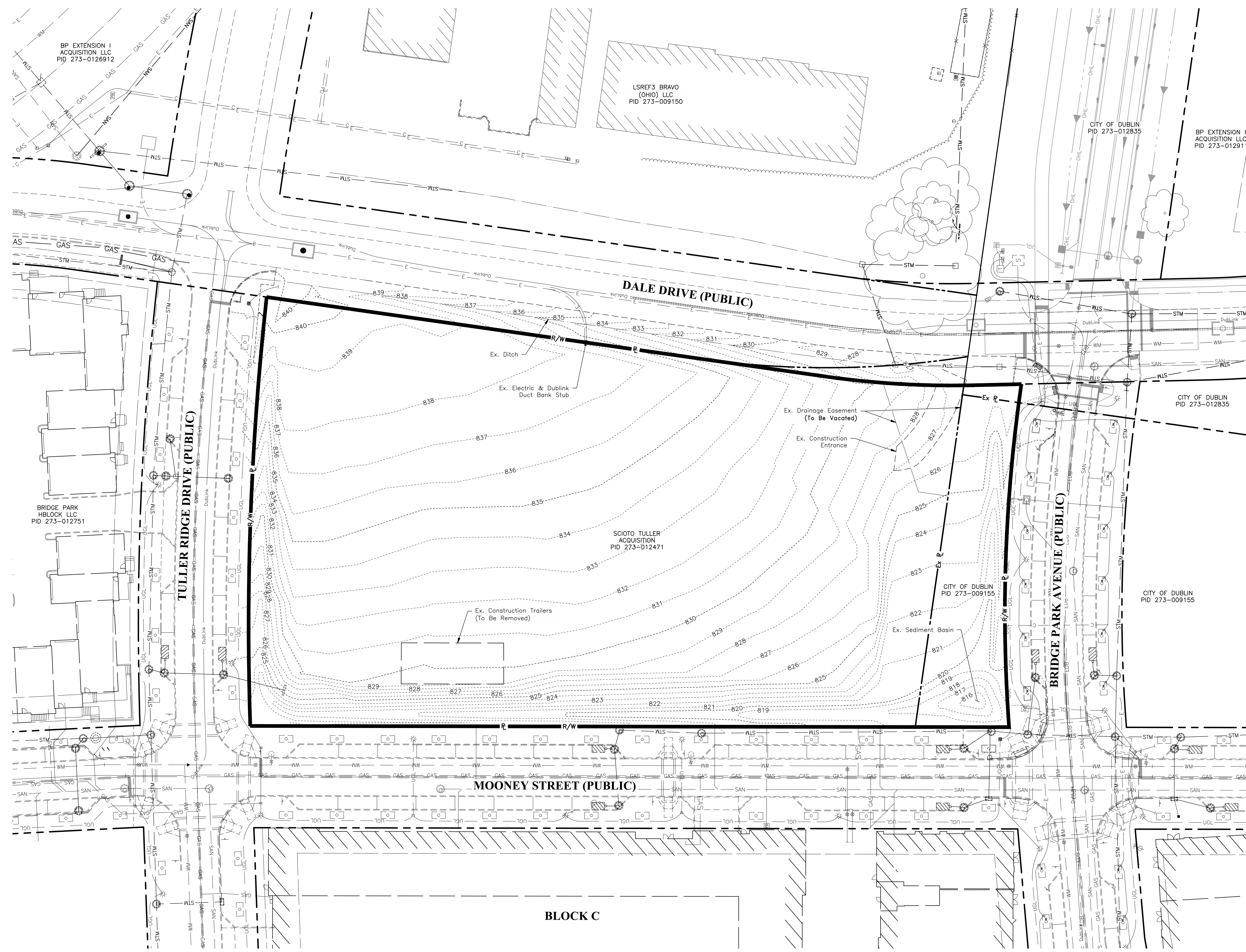
2016-0575

**SHEET**

1/7

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**LEGEND**

	Existing Watermain
	Existing Storm Sewer
	Existing Sanitary Sewer
	Existing Gas Main
	Existing Overhead Electric
	Existing Underground Electric
	Existing Communication

MARK	DATE	DESCRIPTION



CITY OF DUBLIN, FRANKLIN COUNTY, OHIO  
 BASIC PLAN  
 FOR  
**BRIDGE PARK  
 BLOCK G**  
 EXISTING CONDITIONS PLAN



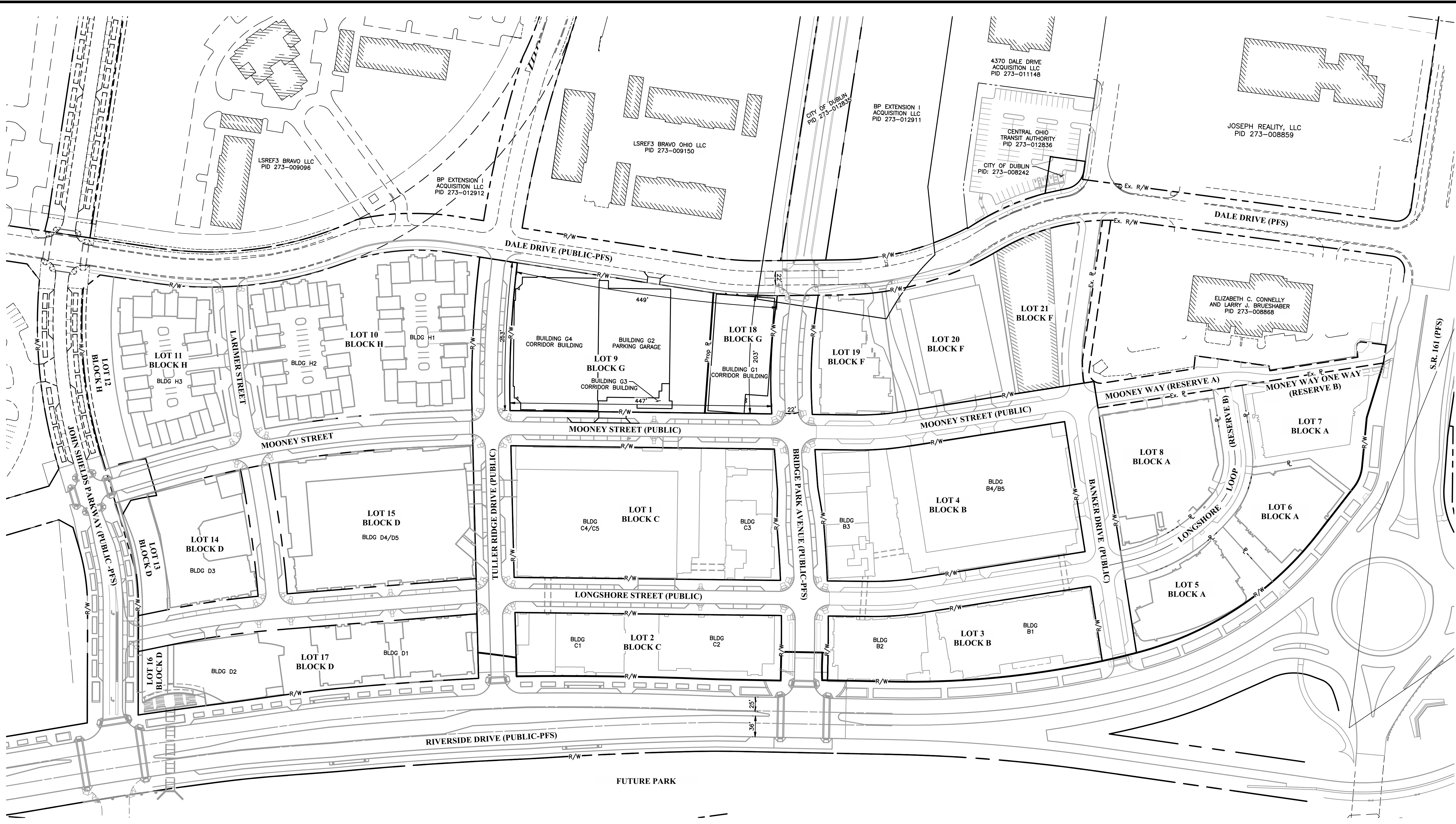
DATE  
September 12, 2018

SCALE  
1" = 30'

JOB NO.  
2016-0575

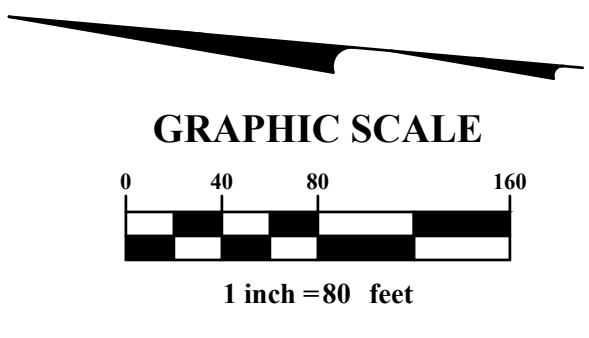
SHEET  
2/7

C:\20160525\Draw\04Sheets\Basic\_Site\_Plan\BSP\_C\_3\_Overall\_Site\_Plan.dwg - Last Saved By: inventascio\_9/12/2018 4:44 PM - Last Printed By: Pelletier\_James\_9/12/2018 5:45 PM (No Xrefs)



Block Dimensions						
Side Length (ft.)						
	North	South	East	West	Allowable Length (ft.)	Perimeter (ft.)
Block G	253	203	449	447	500	1352
						1750

Street Families		
Riverside Drive (Public-PFS)	Corridor Connector Street	Varies 114 ft-138 ft Right of Way
S.R. 161 (Public-PFS)	Corridor Connector Street	Varies 76 ft-87 ft Right of Way
John Shields Parkway (Public-PFS)	District Connector Street	Varies 60 ft-65 ft Right of Way
Dale Drive (Public-PFS)	District Connector Street	Varies 60 ft-65 ft Right of Way
Bridge Park Avenue (Public-PFS)	District Connector Street	Varies 69 ft-80 ft Right of Way
Tuller Ridge Drive (Public)	Neighborhood Street	65 ft Right of Way
Mooney Street (Public)	Neighborhood Street	60 ft Right of Way
Banker Drive (Public)	Neighborhood Street	60 ft Right of Way
Longshore Street (Public)	Neighborhood Street	60 ft Right of Way
Longshore Loop (Private)	Service Street	Public Access Easement
Mooney Way (Private)	Service Street	Public Access Easement



MARK	DATE	DESCRIPTION

**CRAWFORD HOYING**  
 development

CITY OF DUBLIN, FRANKLIN COUNTY, OHIO  
 BASIC PLAN  
**BRIDGE PARK**  
**BLOCK G**  
 OVERALL SITE PLAN

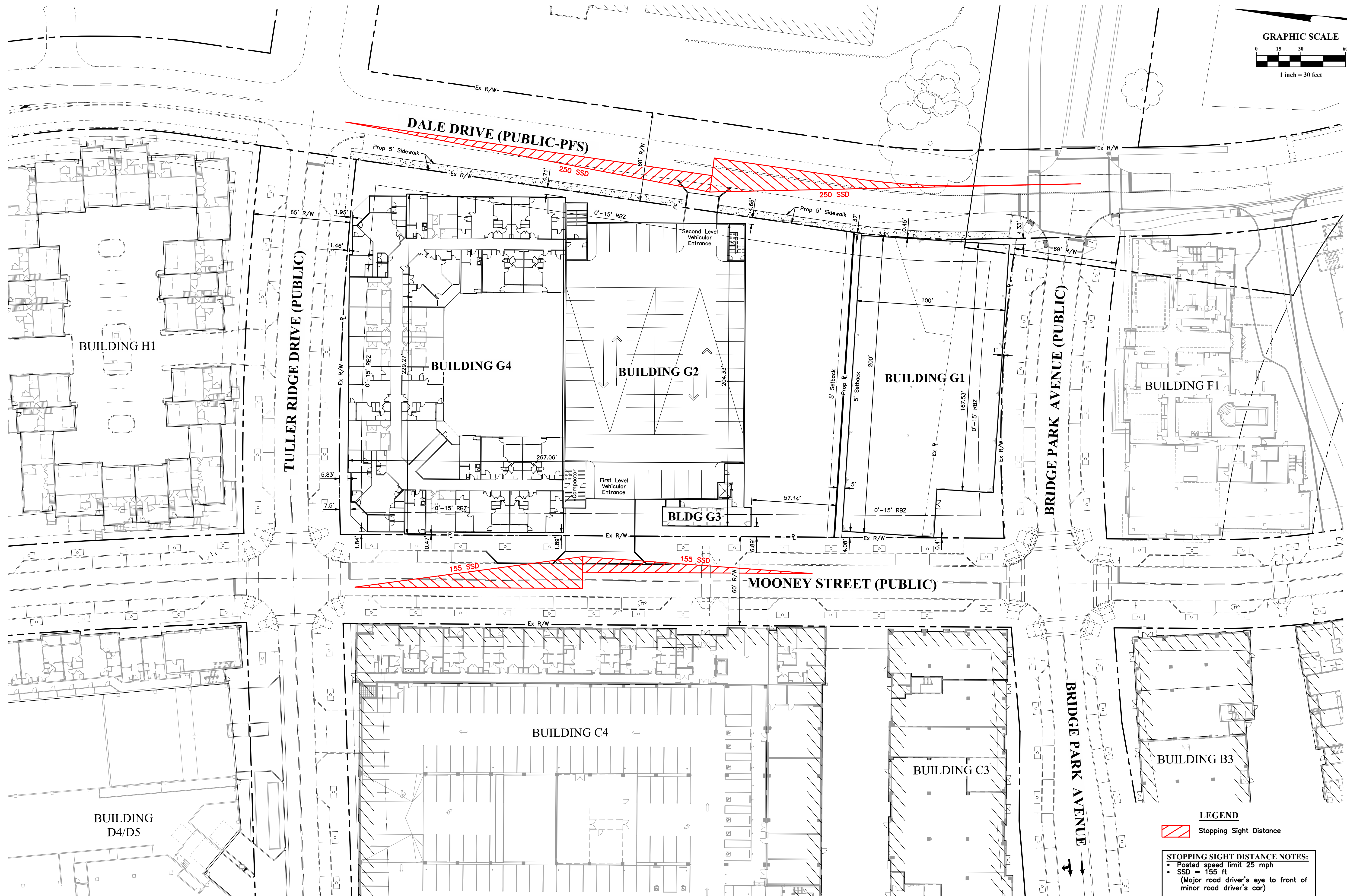
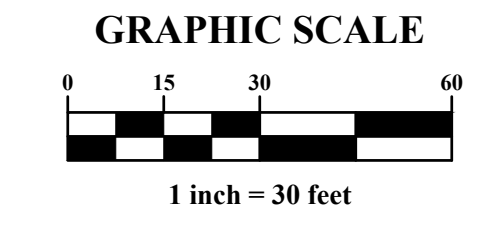
**EMHT**  
 Evans, Meacham, Henderson & Thra, Inc.  
 5300 New Albany Road, Columbus, OH 43254  
 Phone: 614.775.6500 Fax: 614.775.3548  
 emht.com

DATE  
September 12, 2018

SCALE  
1" = 80'

JOB NO.  
2016-0575

SHEET  
3/7



**LEGEND**

Stopping Sight Distance

**STOPPING SIGHT DISTANCE NOTES:**

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

MARK	DATE	DESCRIPTION

**CRAWFORD HOYING**  
development

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

**EMHT**  
Ernst, McWhorter, Hensler & Thoma, Inc.  
5300 New Albany Road, Columbus, OH 43254  
Phone: 614.775.6500 Fax: 614.775.3488  
emht.com

DATE  
September 12, 2018

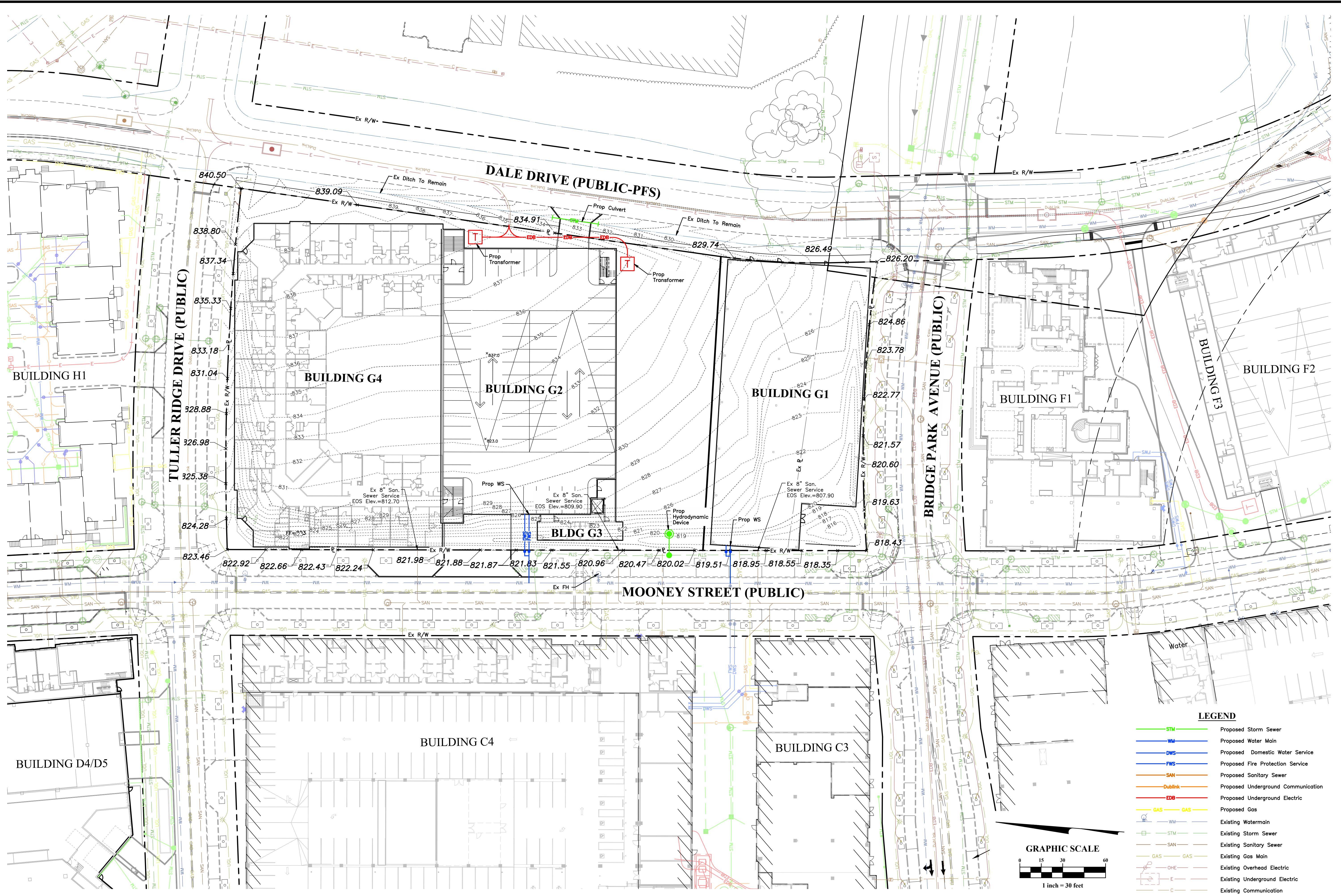
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JOB NO.  
2016-0575

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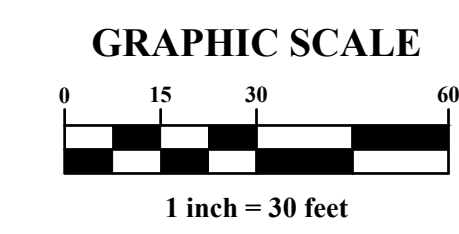
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**LEGEND**

<span style="color: green;">—</span>	Proposed Storm Sewer
<span style="color: blue;">—</span>	Proposed Water Main
<span style="color: blue;">—</span>	Proposed Domestic Water Service
<span style="color: blue;">—</span>	Proposed Fire Protection Service
<span style="color: orange;">—</span>	Proposed Sanitary Sewer
<span style="color: orange;">—</span>	Proposed Underground Communication
<span style="color: red;">—</span>	Proposed Underground Electric
<span style="color: yellow;">—</span>	Proposed Gas
<span style="color: blue;">—</span>	Existing Watermain
<span style="color: green;">—</span>	Existing Storm Sewer
<span style="color: orange;">—</span>	Existing Sanitary Sewer
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<span style="color: blue;">—</span>	Existing Communication

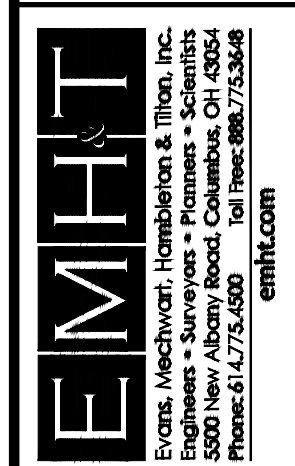


**REVISIONS**

MARK	DATE	DESCRIPTION



CITY OF DUBLIN, FRANKLIN COUNTY, OHIO  
 BASIC PLAN  
**BRIDGE PARK BLOCK G**  
 GRADING & UTILITY PLAN



**DATE**  
 September 12, 2018

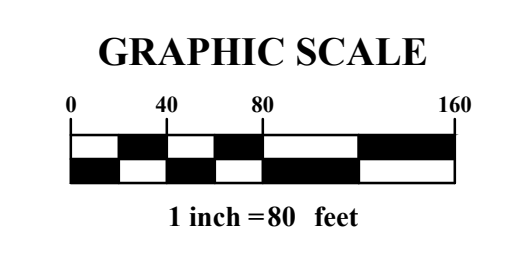
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**JOB NO.**  
 2016-0575

**SHEET**  
 5/7



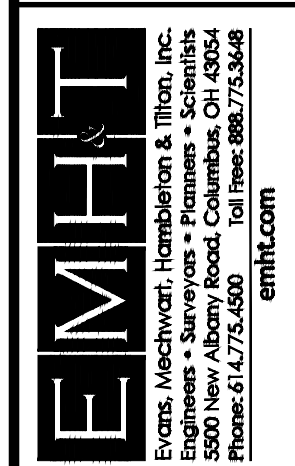
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MARK	DATE	DESCRIPTION



CITY OF DUBLIN, FRANKLIN COUNTY, OHIO  
 FOR  
**BRIDGE PARK  
 BLOCK G**  
 OPEN AREA PLAN



DATE  
September 12, 2018

SCALE  
1" = 80'

JOB NO.  
2016-0575

SHEET  
6/7

BLOCK H	
Residential Required Area	<b>Required</b> 64 units x 200 sf/unit =12,800 sf =0.29 Acres
Public Open Space	<b>Provided</b> ±25,800 sf =0.59 Acres

BLOCK D	
Residential Required Area	<b>Required</b> 186 units x 200 sf/unit =37,200 sf =0.85 Acres
Commercial Required Area	194,703 sf / 50 sf =3,894 sf =0.09 Acres
Total Required Open Space Area	<b>±0.94 Acres</b>
Public Open Space (On-Site)	<b>Provided</b> ±0.38 Acres x 100% = 0.38 Acres
Public Open Space (Off-Site)	±0.56 Acres x 100% = 0.56 Acres
Amenity Space	±0.12 Acres x 0% = 0 Acres
Total Provided Open Space Area	<b>±0.94 Acres</b>

(A) The adjacent John Shields Parkway greenway is counted towards the on-site Public Open Space for Block D. It is the design teams understanding the greenway will be developed as part of a Future City Project.

BLOCK G	
Residential Required Area	<b>Required</b> 117 units x 200 sf/unit =23,400 sf =0.54 Acres
Commercial Required Area	131,585 sf / 50 sf =2,632 sf =0.06 Acres
Total Required Open Space Area	<b>±0.60 Acres</b>
Public Open Space (On-Site)	<b>Provided</b> ±0.43 Acres
Public Open Space (Off-Site-Block F)	±0.17 Acres
Total Provided Open Space Area	<b>±0.60 Acres</b>
Amenity Space	±0.18 Acres
Total Provided Public Open Space and Amenity Space	<b>±0.78 Acres</b>

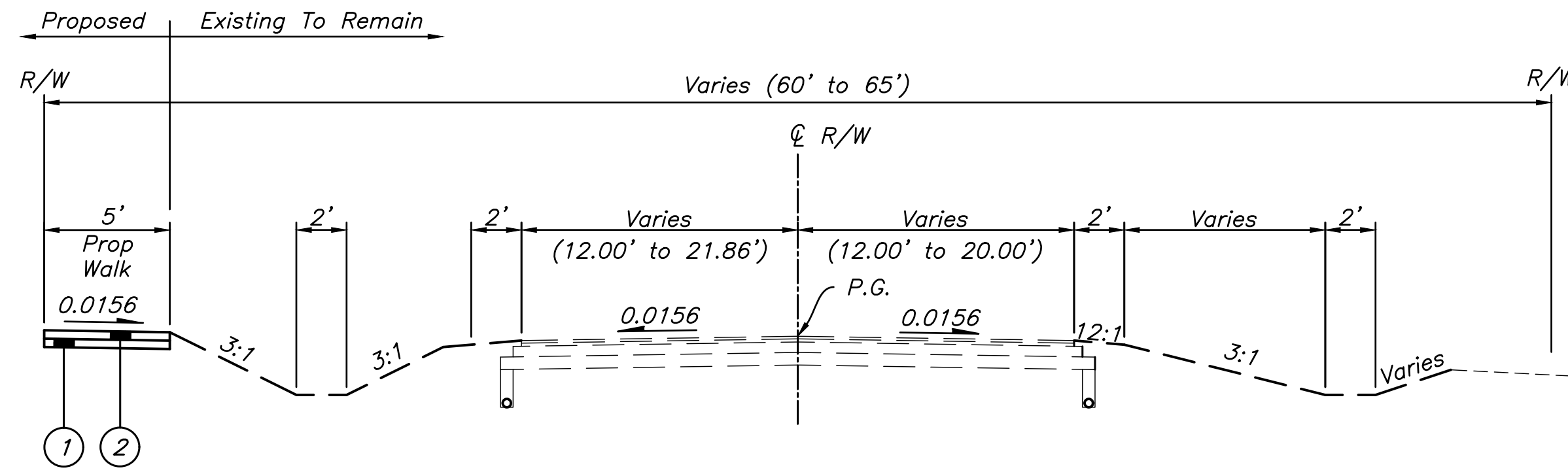
BLOCK C	
Residential Required Area	<b>Required</b> 153 units x 200 sf/unit =30,600 sf =0.70 Acres
Commercial Required Area	141,813 sf / 50 sf =2,836 sf =0.07 Acres
Total Required Open Space Area	<b>±0.77 Acres</b>
Public Open Space (On-Site)	<b>Provided</b> ±0.40 Acres x 100% = 0.40 Acres
Public Open Space (Off-Site)	±0.65 Acres x 100% = 0.65 Acres
Amenity Space	±0.09 Acres x 0% = 0 Acres
Total Provided Open Space Area	<b>±1.05 Acres</b>

BLOCK F	
Commercial Required Area	<b>Required</b> 198,814 sf / 50 sf =3,977 sf =0.09 Acres
Total Required Open Space Area	<b>±0.09 Acres</b>
Public Open Space (On-Site)	<b>Provided</b> ±0.35 Acres
Total Provided Open Space Area	<b>±0.35 Acres</b>

BLOCK B	
Residential Required Area	<b>Required</b> 229 units x 200 sf/unit =45,800 sf =1.05 Acres
Commercial Required Area	98,144 sf / 50 sf =1,963 sf =0.05 Acres
Total Required Open Space Area	<b>±1.08 Acres</b>
Public Open Space (On-Site)	<b>Provided</b> ±0.33 Acres x 100% = 0.33 Acres
Public Open Space (Off-Site)	±0.75 Acres x 100% = 0.75 Acres
Amenity Space	±0.20 Acres x 0% = 0 Acres
Total Provided Open Space Area	<b>±1.08 Acres</b>

BLOCK A	
Commercial Required Area	<b>Required</b> Hotel 107,043 Event Center 19,104 Retail-Garage 2,334 Office 78,134
Total Required Open Space Area	<b>±0.095 Acres</b>
Public Open Space (On-site)	<b>Provided</b> ±6,243 sf =0.14 Acres
Amenity Space	±7,920 sf
Total Provided Open Space Area	<b>±0.14 Acres</b>

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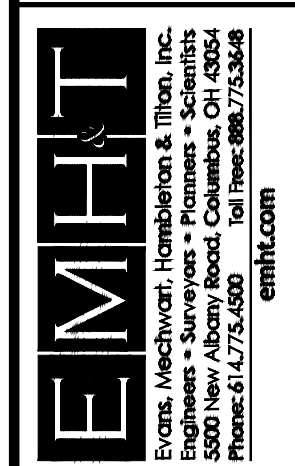
**DALE DRIVE (PUBLIC STREET)**

- LEGEND**
- ① Item 304 - 4" Aggregate Base
  - ② Item 608 - 4" Concrete Walk

MARK	DATE	DESCRIPTION



CITY OF DUBLIN, FRANKLIN COUNTY, OHIO  
 FOR  
**BRIDGE PARK**  
**BLOCK G**  
 TYPICAL SECTIONS



DATE  
September 12, 2018

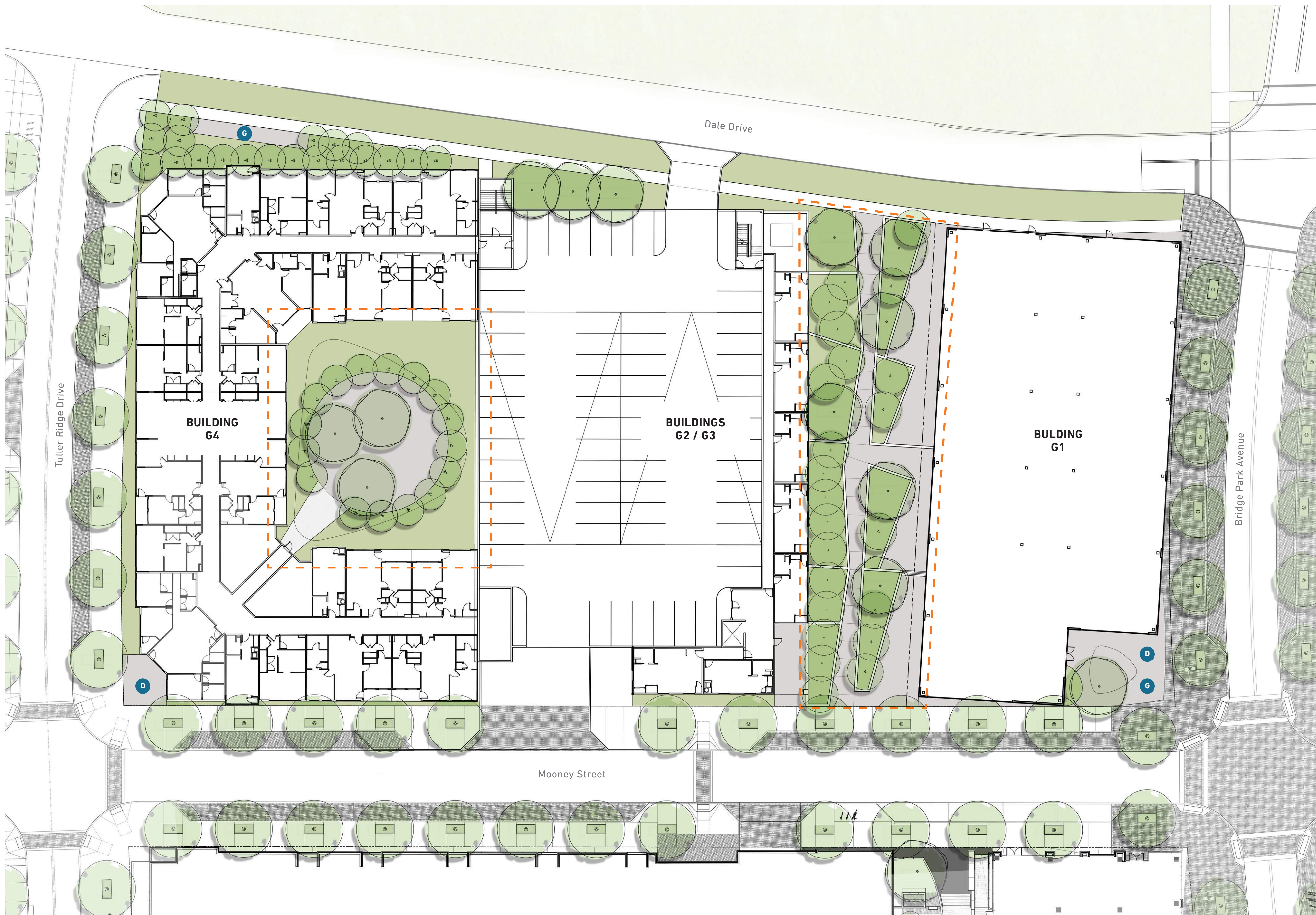
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JOB NO.  
2016-0575

SHEET  
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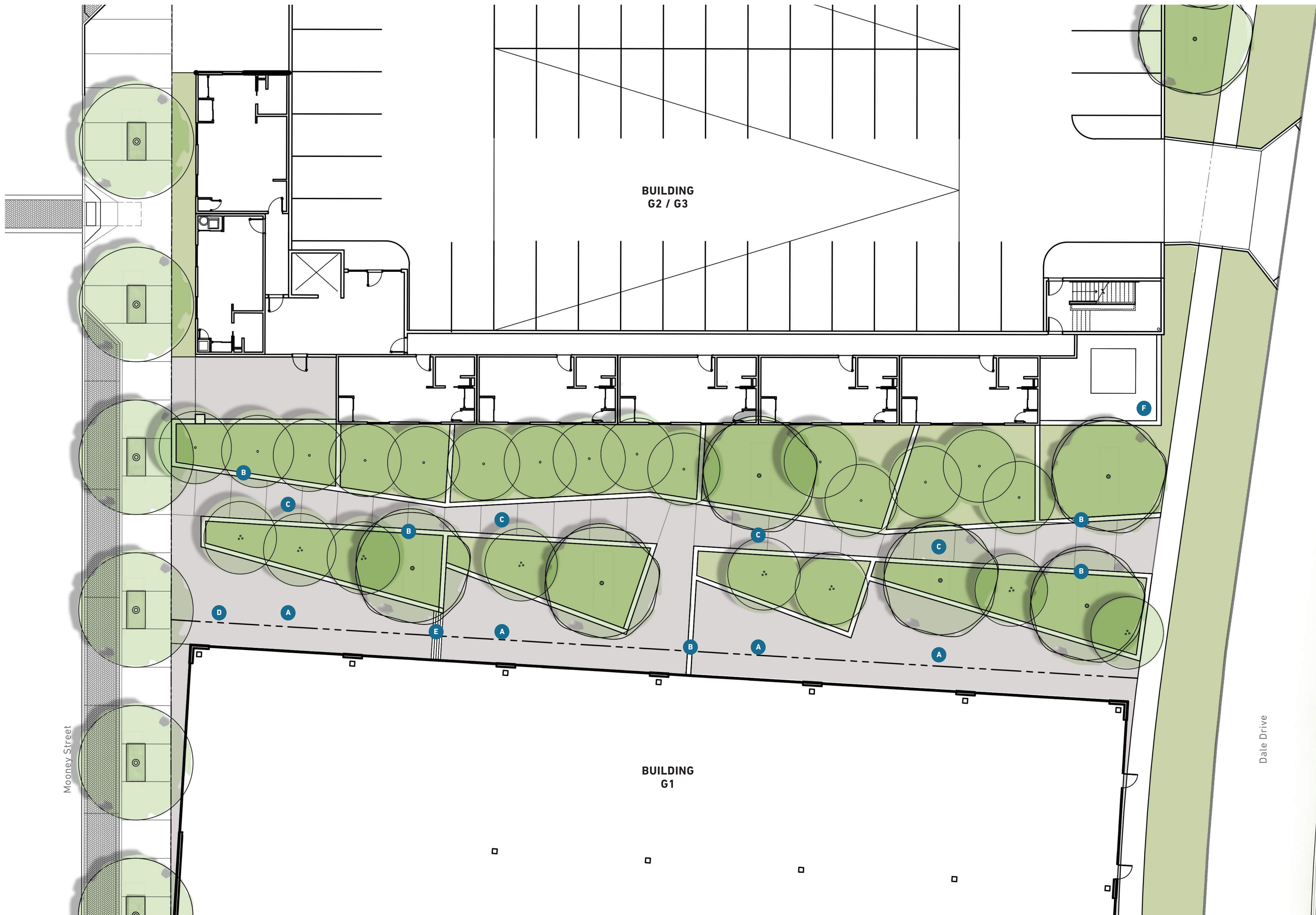
**MATERIALS LEGEND**

- A** Seating Area
- B** Site Wall
- C** Ramp / Sloped Walk
- D** Plaza
- E** Stairs
- F** Utility Enclosure
- G** Open Space



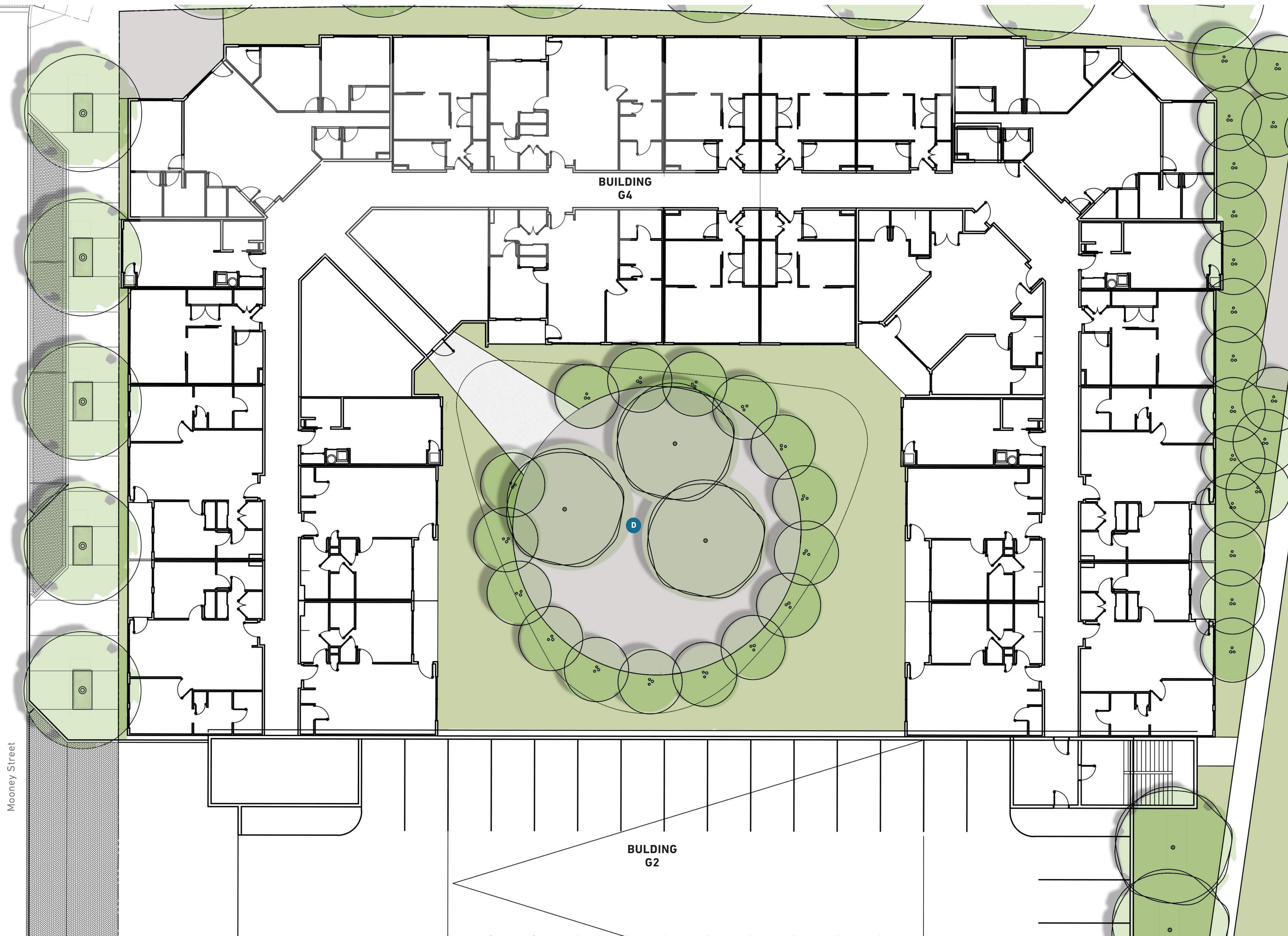
**MATERIALS LEGEND**

- A** Seating Area
- B** Site Wall
- C** Ramp / Sloped Walk
- D** Plaza
- E** Stairs
- F** Utility Enclosure
- G** Open Space



**MATERIALS LEGEND**

- A** Seating Area
- B** Site Wall
- C** Ramp / Sloped Walk
- D** Plaza
- E** Stairs
- F** Utility Enclosure
- G** Open Space





# RECORD OF DETERMINATION

## Administrative Review Team

Thursday, October 11, 2017

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

**2. BSD SRN – Bridge Park, Block G  
18-061BPR**

**PID: 273-012471  
Basic Plan Review**

Proposal: The construction of a mixed-use development consisting of a residential building, a parking structure with a liner, and an additional building as part of the Bridge Park Development. The site is zoned Bridge Street District - Scioto River Neighborhood.

Location: West of Dale Drive, northwest of the intersection with Bridge Park Avenue.

Request: Review and recommendation of approval to City Council for a Basic Plan Review under the provisions of Zoning Code Section 153.066.

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

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

Contact Information: 614.410.4675, [chusak@dublin.oh.us](mailto:chusak@dublin.oh.us)

Case Information: [www.dublinohiousa.gov/pzc/18-061](http://www.dublinohiousa.gov/pzc/18-061)

### REQUEST 1: ADMINISTRATIVE DEPARTURE

1. §153.062—Building Type Requirements (O)(12)(a)(1) Parking Structure Required Building Zone - Request - Building G2 to be 4.66 feet from Dale Drive right-of-way, encroaching beyond the required building zone.

**Determination:** The Administrative Departure was approved.

### REQUEST 2: BASIC PLAN WAIVERS

Request for an approval recommendation to City Council for four Basic Plan Waivers:

1. §153.062—Building Type Requirements (O)(12)(a)(1) Parking Structure Building Type. Building Siting. Front Property Line Coverage - Minimum 90% front property line coverage required; requested - Building G2 to be 58.8% at Dale Drive in combination with Building G4 on the same lot.
2. §153.062—Building Type Requirements (O)(5)(a)(1) Corridor Building Type. Building Siting. Front Property Line Coverage - Minimum 75% front property line coverage required – Requested - Building G4 to be 58.8% at Dale Drive in combination with Building G2 on the same lot.



**2. BSD SRN – Bridge Park, Block G  
18-061BPR**

**PID: 273-012471  
Basic Plan Review**

3. §153.062—Building Type Requirements (O)(12)(c) Parking Structure Building Type. Uses & Occupancy Requirements. Ground Story Use Requirements - Commercial uses are required only when fronting a principal frontage street, shopping corridor or a greenway; requested - Building G2 unlined with commercial uses at the ground story along Dale Drive, a principal frontage street.
4. §153.062—Building Type Requirements (O)(5)(b) Corridor Building Type. Height. Maximum Permitted Height - 6 story maximum permitted height; request. Building G1 to be 7 stories in height.

**Determination:** The four Basic Plan Waivers were recommended for approval to City Council as part of the Basic Plan Review.

**REQUEST 3: BASIC PLAN REVIEW**

Request for a recommendation of approval to City Council for a Basic Plan Review with seven conditions:

- 1) That the applicant be request approval of a curb cut along a principal frontage street (Building G2 along Dale Drive) by the City Engineer at Final Site Plan Review;
- 2) That the applicant work with staff to ensure that the internal circulation of the parking structure meets building applicable code requirements at the Final Site Plan Review;
- 3) That the proposed design of the plaza and streetscape extension adjacent to Building G1 be revised to meet Code to provide adequate pedestrian space;
- 4) That the applicant provide additional information to evaluate the actual relationship between the existing and proposed building G1 to the building in Block H prior to submitting for Final Site Plan Review;
- 5) That the applicant will have to address inconsistencies between the plans prior to applying for a Final Site Plan Review;
- 6) That the setback along the shopping corridor along Bridge Park Avenue to meet Code requirements; and,
- 7) That the applicant revise the plans to eliminate door swings into the right-of-way.

**Determination:** The Basic Plan Review was recommended for approval to City Council with seven conditions.

**STAFF CERTIFICATION**

\_\_\_\_\_  
Vince Papsidero, FAICP  
Planning Director



## MEETING MINUTES

# Administrative Review Team

Thursday, October 11, 2018 | 2:00 pm

**ART Members and Designees:** Vince Papsidero, Planning Director (Chair); Donna Goss, Director of Development; Colleen Gilger, Director of Economic Development; Ray Harpham, Interim Building Official, Aaron Stanford, Senior Civil Engineer; Mike Altomare, Fire Marshal; and Shawn Krawetzki, Landscape Architect.

**Other Staff:** Claudia Husak, Senior Planner; Nichole Martin, Planner I; Mike Kettler, Planning Technician; Hunter Rayfield, Planning Assistant; and Laurie Wright, Administrative Support II.

**Applicants:** James Peltier, EMH&T; Pete Scott, Meyers + Associates Architecture; and John Woods, MKSK (Cases 1 & 2).

### 2. BSD SRN – Bridge Park, Block G 18-061BPR

**PID: 273-012471  
Basic Plan Review**

Claudia Husak said this application is a proposal for the construction of a mixed-use development consisting of a residential building, a parking structure with a liner, and an additional corridor building as part of the Bridge Park Development. She said the site is zoned Bridge Street District - Scioto River Neighborhood and is west of Dale Drive, northwest of the intersection with Bridge Park Avenue. She said this is a request for a review and recommendation to City Council for approval of a Basic Plan Review under the provisions of Zoning Code Section 153.066.

Ms. Husak noted that City Council reviewed Block G when H Block was reviewed but the proposal for Block G has since been changed.

Ms. Husak presented the basic plan for Block G. She said the proposal is for three new buildings with 170,000 square feet of office, 16,000 square feet of commercial, 110,000 square feet of residential, 0.43 acres of open space, and associated site improvements on the ±2.28-acre site. She said there is potential for liners on the garage of a residential nature.

Ms. Husak presented a basic drawing to depict massing as viewed from the southwest corner. She said Staff had identified five Waivers, including one requested for the office building (G1) to be seven stories where six stories is the maximum permitted in the Code and Staff is recommending approval. She said the reasons for the applicant's request for a taller building is warranted explanations from applicant and topography might limit the height per se compared to other blocks. She presented similar drawings for east, west, north, and south elevations and noted this will not be the tallest building in the development. She said the variety of heights on this block was agreeable by the Commission.

Ms. Husak presented the inspirational images for the proposed character for Block G. She said these designs seem to be close to what has been approved. She reported the Commission conveyed they welcomed the images with the intent for something different.

Ms. Husak presented the proposed open space for Block G and pointed out the area in G4 of a private amenity space the size of ±7,667 square feet. She said 0.43 acres of on-site open space is proposed for Block G. She reported the Commission discussed open space pondering how much should be green grass,





especially for all the pets versus more hardscape with planters. Vince Papsidero encouraged the applicant to look for inspiration at the small pet park in Cincinnati, as part of Washington Park, which is just one of the amenities offered there.

Shawn Krawetzki inquired about the open space for the residents in G4 and if there was a maintenance door or a storage area for outdoor furniture.

Ms. Husak stated the applicant is requesting one Administrative Departure:

1) Building Types – Parking Structure, Required Building Zone (G2)

Ms. Husak explained the applicant is requesting for Building G2 to be 4.66 feet from Dale Drive right-of-way, encroaching beyond the required building zone. She said staff is not recommending approval as the building can be shifted to the south to meet the required building zone placement to provide the minimum five feet of separation of parking structures from the right-of-way.

Ms. Husak said a few Waivers have been identified for the project such as allowance of the seven-story building (G1), front property line coverage, and occupation of corner (G4). She explained the requests for the four Waivers as follows:

1. Building Types – Front Property Line Coverage (G2)

Ms. Husak said the applicant is requesting G2 to be 58.8% at Dale Drive in combination with Building G4 on the same lot whereas 90% front property line coverage is required. She said the proposed mid-block pedestrianway to the south of G2 reduces the ability for the front property line coverage requirement to be met on the Dale Drive lot frontage.

2. Building Types – Front Property Line Coverage (G4)

Ms. Husak said the applicant is requesting G4 to be 58.8% at Dale Drive in combination with G2 on the same lot whereas 75% front property line coverage required. She explained the proposed mid-block pedestrianway to the south of G2 reduces the ability for the front property line coverage requirement to be met on the Dale Drive lot frontage.

3. Building Types – Ground Story Use (G2)

Ms. Husak said the applicant is requesting G2 unlined with commercial uses at the ground story along Dale Drive, a principal frontage street, whereas, commercial uses are required only when fronting a principal frontage street, shopping corridor or a greenway. She explained the surrounding existing and proposed land uses along Dale Drive are generally a variety of residential uses. In this specific area of Dale Drive, there is a significant existing landscape buffer on the opposite side of the street from the parking structure, creating a single-loaded street. She said commercial uses at the ground story of the parking structure in this location would be significantly isolated node of commercial use, and potentially economically unviable due to the relatively small size of potential commercial space within the parking structure and the lack of a critical mass of commercial use in the immediate vicinity.

4. Building Types – Maximum Permitted Building Height (G1)

Ms. Husak said the applicant is requesting G1 to be seven stories in height whereas there is a maximum six story height regulation. She explained the proposed location of G1 is in a low point of the topography on

Block G and the topography north to south at the proposed building location, along with the slope increase to the east, may serve to visually minimize the increased building height proposed.

The ART expressed concerns about the garage and entrances actually meeting, due to the topography.

Aaron Stanford noted the problem with doors swinging into the right-of-way on the east side of G2. As the door swings out, it encroaches into the right-of-way so Ms. Husak suggested adding a condition of approval on top of the five identified, which can be addressed at the Site Plan Review.

The two added conditions are as follows:

- 6) That the setback along the shopping corridor along Bridge Park Avenue meet Code requirements; and
- 7) That the applicant revise the plans to eliminate door swings into the right-of-way.

Ms. Husak pointed out the Sycamore Ridge Apartments to the east that have been there  $\pm 20$  years. She said per the new BSD Code this would now fall under, the property would be considered incompatible. She said there is a similar situation north of Tuller Ridge where H Block and D Block present incompatible building type, which was approved with a waiver. She indicated staff is questioning whether or not the BSD Code actually speaks to existing development and if incompatibility applies. She indicated they determined the BSD Code does not apply to existing developments but if they were to be redeveloped, they would have to follow the BSD Code to become compliant.

Mr. Papsidero commented the height variation in these two blocks will be good for Bridge Park. Mr. Krawetzki said he was concerned with the neighbors.

Ms. Husak referred to condition #4, which will likely be a Waiver for the final site plan.

Ms. Husak said disapproval is recommended for the following Administrative Departure:

- 1) Building Types – Required Building Zone (G2)

Mr. Papsidero asked if there were any other questions or concerns regarding this proposal. [Hearing none.] He called for a motion to approve the disapproval of the Administrative Departure Review as stated. Ms. Goss motioned, Mr. Krawetzki seconded, and the vote was unanimous to disapprove this request.

Mr. Papsidero called for a vote to recommend approval to City Council for the four requested Waivers:

- 1) Building Types – Front Property Line Coverage (G2)
- 2) Building Types – Front Property Line Coverage (G4)
- 3) Building Types – Ground Story Use (G2)
- 4) Building Types – Maximum Permitted Building Height (G1)

The results were unanimous as all were in favor.

Ms. Husak said approval is recommended to City Council for a Basic Plan Review with seven conditions:

- 1) That the applicant be request approval of a curb cut along a principal frontage street (Building G2 along Dale Drive) by the City Engineer at Final Site Plan Review;

- 2) That the applicant work with staff to ensure that the internal circulation of the parking structure meets building applicable code requirements at the Final Site Plan Review;
- 3) That the proposed design of the plaza and streetscape extension adjacent to Building G1 be revised to meet Code to provide adequate pedestrian space;
- 4) That the applicant provide additional information to evaluate the actual relationship between the existing and proposed building G1 to the building in Block H prior to submitting for Final Site Plan Review;
- 5) That the applicant will have to address inconsistencies between the plans prior to applying for a Final Site Plan Review;
- 6) That the setback along the shopping corridor along Bridge Park Avenue meet Code requirements; and
- 7) That the applicant revise the plans to eliminate door swings into the right-of-way.

Mr. Papsidero asked if there were any other questions or concerns regarding this proposal. [Hearing none.] He called for a vote for the Basic Plan Review to be recommended for approval to City Council for their meeting on October 22, 2018. The recommendation for approval passed unanimously with the seven conditions as stated.

# 18-061BPR – BRIDGE PARK EAST BLOCK G

**Site Location**

North side of Bridge Park Avenue between Dale Drive and Mooney Street, south of Tuller Ridge Drive.

**Proposal**

Basic Plan Review (BPR) for three new buildings on one ±2.28-acre block containing office space, restaurant space, multi-family dwelling units, a parking structure; and 0.43-acre of open space.

**Zoning**

Bridge Street District, Scioto River Neighborhood District

**Property Owners**

Scioto Tuller Acquisition, LLC; City of Dublin, Ohio.

**Applicant/Representative**

James Peltier, EMH&T

**Applicable Land Use Regulations**

Zoning Code Section 153.066

**Staff Recommendation**

- A. Disapproval of 1 Administrative Departure
- B. Approval of 4 Waivers
- A. Approval of BPR with 5 conditions

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4. Site Plan .....	7
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Administrative Departures.....	7
Waivers .....	8
BPR .....	9
6. Recommendation .....	10

**Case Manager**

Claudia Husak, AICP  
Senior Planner/Current Planning Manager  
(614) 410-4675  
[chusak@dublin.oh.us](mailto:chusak@dublin.oh.us)

**Summary**

The applicant is requesting a Basic Plan Review for the construction of three new buildings on a ±2.28-acre block—a seven story building containing ±112,800 square feet of office space and ±18,800 square feet of restaurant space at the ground story, a 291-space parking structure partially lined by multi-family studio units, and a multi-family building. A total of ±0.43 acres of public open space, a ±0.17 private amenity deck and associated site improvements are distributed throughout the site. The site is located on the north side of Bridge Park Avenue, between Dale Drive and Mooney Street and south of Tuller Ridge Drive within the Bridge Street Scioto River Neighborhood District.

**Zoning Map**

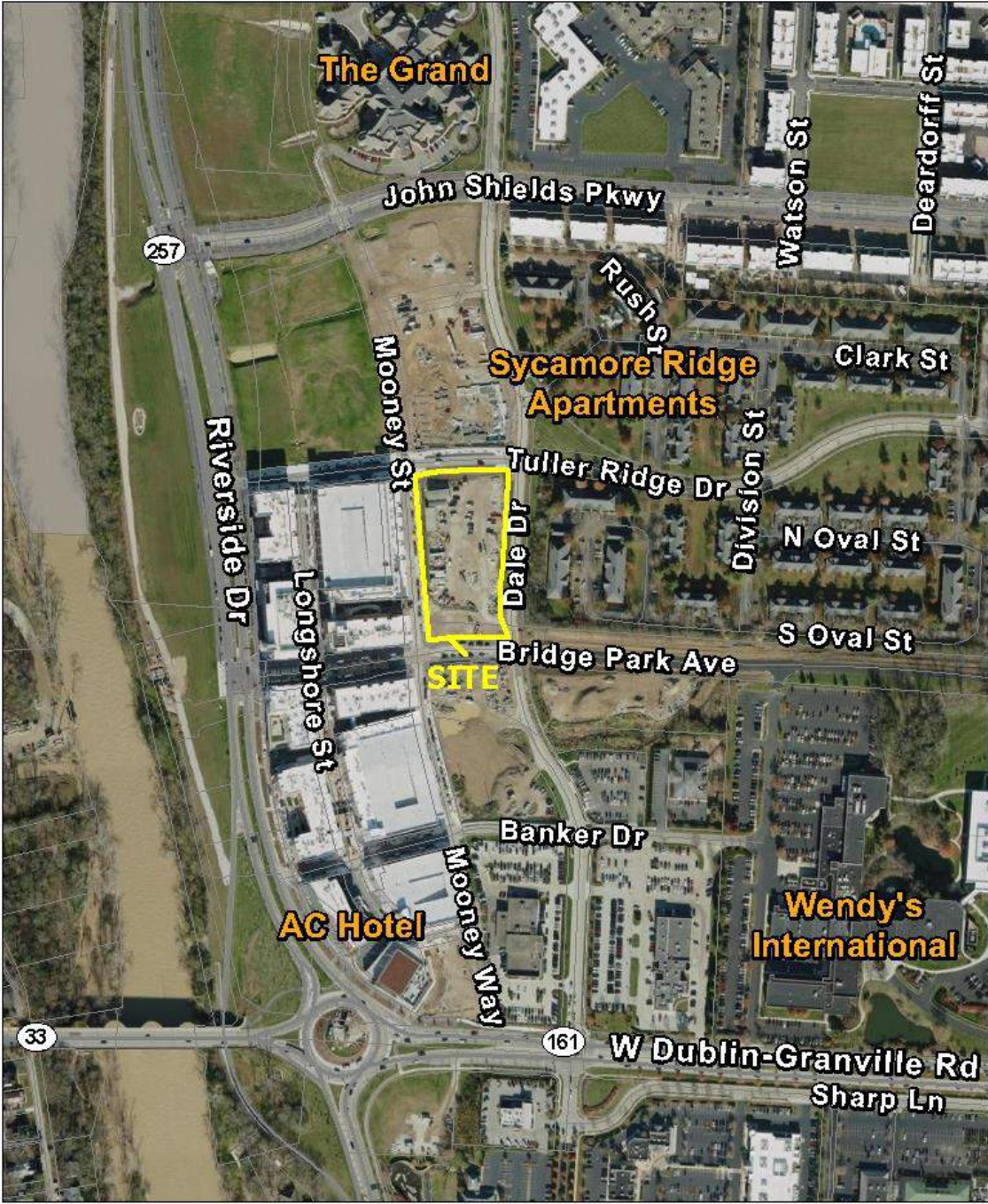




**Next Steps**

Upon approval of the Administrative Departure Requests and recommendation of the Waiver Requests, and Basic Plan the application will be forwarded to City Council for final review.

### 1. Context Map

The site is located on the north side of Bridge Park Avenue between Dale Drive and Mooney Street, south of Tuller Ridge Drive.



	18-061BPR Basic Plan Review Bridge Park Block G	0 155 310 Feet 
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## 2. Overview

### A. Background

City Council and the Planning and Zoning Commission have reviewed and approved several applications for development within Bridge Park. Blocks A, B, C, D and H are currently under construction.

The Planning and Zoning Commission provided informal feedback on this proposal at their September 20, 2018 meeting and generally welcomed the proposal. Feedback centered on the usability of the proposed open spaces, the pedestrian realm, particularly at the private drive between the proposed hotel and garage, the appropriateness of shared parking and the continuation of the development as a destination point. The Commission welcomed the variation in the intended architectural character of the proposal.

### B. Site Characteristics

#### 1) Natural Features

The site is currently vacant with no vegetation present on-site. There is approximately 22 feet of grade change from the high point in the northeast corner of the site to the low point in the southwest corner.

#### 2) Historic and Cultural Facilities

There are no historic or cultural features on the site.

#### 3) Surrounding Land Use and Development Character

- North: Bridge Street District, Scioto River Neighborhood (Bridge Park East Block H—Bridge Park Townhomes currently under construction)
- East: Bridge Street District, Scioto River Neighborhood (Sycamore Ridge Apartments)
- South: Bridge Street District, Scioto River Neighborhood (Bridge Park East Block G—undeveloped)
- West: Bridge Street District, Scioto River Neighborhood (Bridge Park East Block C—fully developed)

#### 4) Road, Pedestrian and Bike Network

The site has existing street frontage on sides. Sidewalks are present along the Bridge Park Avenue, Mooney Street, and Tuller Ridge Drive frontage. A bicycle cycle track is present along the Bridge Park Avenue frontage. The Dale Drive streetscape is currently in a temporary condition with no bike or pedestrian facilities along the site frontage. A five-foot sidewalk is proposed along the Dale Drive frontage with this application.

#### 5) Utilities

The site will be served by existing public utilities (sanitary and water) from Mooney Street.

### C. Proposal

This is a request for approval of a Basic Plan Review for the construction of three buildings on two newly subdivided lots within the block. On Lot 9 at the north is a proposed 109-multi-family dwelling unit building that is directly abutted to the south by a 291-space

parking structure with eight studio units lining the east side. A  $\pm 0.17$ -acre amenity space is located on the interior of these buildings. The proposed building on Lot 18 to the south contains  $\pm 112,877$  square feet of office space with  $\pm 18,797$  square feet of restaurant space at the ground story.

#### **D. Site Layout**

The proposed site layout is generally consistent with the development pattern established on previous blocks within the Bridge Park development--the middle portion of the block is occupied by parking and other provisions to support surrounding uses around the perimeter of the block.

#### **E. Access and Circulation**

Vehicular access through the block is proposed by curb cuts from Dale Drive and Mooney Street into the proposed parking structure (Building G2/G3). Vehicular access to a proposed compactor within the parking structure is provided by the proposed curb cut along Mooney Street. This compactor is not reflected in the architectural drawings submitted, which depicts stairs in this area of the building footprint. This conflict must be resolved prior to submitting for Site Plan Review. The proposed access at Dale Drive requires City Engineer approval for a curb cut along a principal frontage street.

Pedestrian circulation along the perimeter of the block is provided by existing sidewalks along Bridge Park Avenue, Mooney Street, and Tuller Ridge Drive and by a proposed sidewalk along Dale Drive. East/west circulation through the block is proposed by the open space between Building G2/G3 and Building G1, which features ramps and sloped walks to accommodate the change in grade from east to west.

A minimum of 12 feet of clear sidewalk width is required along designated shopping corridors. Bridge Park Avenue is a designated shopping corridor. The proposed design of the plaza and streetscape extension adjacent to Building G1 provides appears to provide less than the requirements and should be revised to meet Code.

Access to the bicycle network is provided by the existing Bridge Park Avenue cycle track on the south side of Building G1.

#### **F. Architecture**

The Basic Plan Application provides perspective views and elevations basic building massing and scale information for each of the proposed building exteriors and more detailed floor plans describing the internal arrangement of each. Architectural precedent 'mood images' of existing buildings have been provided to describe the potential exterior character for the buildings. The images provided are consistent with the existing contemporary architectural character of the area, with building mass and scale visually reduced through overlapping rectangular forms defined by diverse and complementary exterior cladding materials. The elevation drawings submitted do not reflect the changes in grade around the perimeter of the site, which is significant in several locations. It is unclear how these existing site conditions will be accommodated by the proposed buildings. Additional architectural details and specifications will be need to be submitted with the Site Plan Application(s).

Building G1 is rectangular, seven-story,  $\pm 131,585$  square-foot Corridor Building with the ground story occupied by restaurant space. Office space occupies all upper stories. The maximum permitted height for Corridor Buildings is six stories, requiring a waiver for the proposed seven story building height. The applicant has indicated that due to the grade and

the demand for office space within Bridge Park, the additional story is needed and will appear less impactful due to the proposed location of the building within this block. The proposed building is similar in length but two stories taller than existing Buildings B3 and C3 located to the west along Bridge Park Avenue.

Building G2/G3 is a four and one half story combination Corridor Building and Parking Structure. The Corridor Building (G3) is four stories in height and wraps the southwest corner of the parking structure. A total of 8 multi-family studio dwelling units occupy the building. The Parking Structure (G2) is four and one-half stories in height and contains 291 parking spaces. The proposed building is a one story lower in height than the existing combination Corridor Building/Parking Structure on Block C located directly across Mooney Street.

Building G4 is a five story Corridor Building proposed for 109 multi-family dwelling units. The footprint is generally U-shaped, with dwelling units organized along a central hall. A proposed private courtyard is enclosed by the inward facing facades of Building G4 and Building G2/G3 to the south. Building G4 Corridor Building proposed directly across Tuller Ridge Drive from Block H Townhome Single-Family Attached Building Type (under construction). The same building type adjacency was approved between Block H Townhomes and Block D Corridor Building on opposite sides of Mooney Street upon determination that the height difference between the proposed building types was not detrimental to the character of the area and that the buildings would be complementary. Insufficient information has been provided regarding the change in grade along Tuller Ridge Drive and how it would be addressed with the proposed Corridor Building. Planning recommends that the additional information be provided in order to evaluate the actual relationship between the existing and proposed buildings prior to submitting for Site Plan Review.

From the level of detail submitted with the Basic Plan application, the architecture is in keeping with the intent of the Bridge Street District but with many details still to be evaluated with the Site Plan review. A preliminary review of the architecture has identified a number of requirements generally related to building siting that could be addressed with the Site Plan submittal, please refer to the code compliance analysis for more information. Waivers identified for determination with the Basic Plan Application include building type incompatibilities, the maximum permitted stories for Building G1, entry location for Parking Structures, and front property line coverage and numbers of entrances provided along street facing building facades for several proposed buildings. Additional information is required to determine compliance with the majority of the building type requirements, including but not limited to story heights, horizontal and vertical façade divisions, transparency, and primary exterior materials.

## **G. Parking**

Based on the proposed combination of uses on Block G, a minimum of 669 parking spaces are required to be provided on-site, or in a parking structure or lot located within 600 feet along a pedestrian walkway between the nearest pedestrian entrance of the parking facility to the main entrance of the structure or use being served. On-street parking spaces may contribute to meeting the minimum requirement for a parcel if located on the same side of the street.



A total of 314 parking spaces are provided. The proposed Parking Structure contains 291 parking spaces, and there are 23 on-street parallel parking spaces. The applicant proposes to use 355 existing parking spaces in the Block C parking structure located to the northeast to make up the parking requirement deficit. The use of off-site parking to meet minimum parking requirements requires approval of a Parking Plan, and an ongoing study is being conducted by the applicant regarding the use of spaces in the Block C parking structure.

There is approximately 12.5 feet of change in elevation from the level one parking structure entrance at Mooney Street, and the level two parking structure entrance at Dale Drive, which results in significant slopes for the internal ramps of the parking garage. The applicant will have to demonstrate safe circulation and Code compliance at the Final Site Plan Review.

## **H. Open Space**

Based on the proposed combination of uses on Block G, a minimum of 0.60-acre of publicly accessible open space is required to be provided within 660 feet of the main entrances of the proposed uses.

A total of 0.43-acre ( $\pm 18,607$  square feet) of publicly accessible open space is provided throughout Block G in a variety of sizes. In addition, a 0.18-acre private courtyard amenity space is provided on the interior of Building G4 and Building G2/G3. To make up the deficit in publicly accessible open space, 0.17-acre of open space proposed with Block F currently under consideration for Basic Plan approval are proposed to be included toward meeting the minimum open space provision requirement. The proposed open space on Block F is within 660 feet of Building G1 and G3 entrances, and portions of Building G4.

A  $\pm 1,433$ -square-foot open space is proposed at the southwest corner of Building G1, and is conceptually designed as a hardscape plaza area extension from the Bridge Park Avenue streetscape.

A  $\pm 15,096$ -square-foot open space is proposed between Buildings G2/G3 and G1 with frontage on both Dale Drive and Mooney Street and meeting the required mid-block pedestrianway requirement. The conceptual design is a combination of hardscape seating areas and sloped walkways with pockets of planting areas.

A  $\pm 2,078$ -square-foot public open space is proposed at the northeast corner of Building G4, and is conceptually designed as green space with no pedestrian improvements and may not be eligible to meet the public open space requirement.

### 3. Site Plan



### 4. Criteria Analysis

#### A. Administrative Departure Review Analysis [§153.066(H)(3)]

1) **153.062—Building Type Requirements (O)(12)(a)(1) Parking Structure Required Building Zone**

Request. Building G2 to be 4.66 feet from Dale Drive right-of-way, encroaching beyond the required building zone.

Criteria not met. The building can be shifted to the south to meet the required building zone placement to provide the minimum 5 feet of separation of parking structures from the right-of-way.

#### B. Waiver Review Analysis [§153.066(I)(6)]

1) **153.062—Building Type Requirements (O)(12)(a)(1) Parking Structure Building Type. Building Siting. Front Property Line Coverage.**

Minimum 90% front property line coverage required.

Request. Building G2 to be 58.8% at Dale Drive in combination with Building G4 on the same lot.

Criteria met. The proposed mid-block pedestrianway to the south of Building G2 reduces the ability for the front property line coverage requirement to be met on the Dale Drive lot frontage.

**2) 153.062—Building Type Requirements (O)(5)(a)(1) Corridor Building Type. Building Siting. Front Property Line Coverage.**

Minimum 75% front property line coverage required.

Request. Building G4 to be 58.8% at Dale Drive in combination with Building G2 on the same lot.

Criteria met. The proposed mid-block pedestrianway to the south of Building G2 reduces the ability for the front property line coverage requirement to be met on the Dale Drive lot frontage.

**3) 153.062—Building Type Requirements (O)(12)(c) Parking Structure Building Type. Uses & Occupancy Requirements. Ground Story Use Requirements.**

Commercial uses are required only when fronting a principal frontage street, shopping corridor or a greenway.

Request. Building G2 unlined with commercial uses at the ground story along Dale Drive, a principal frontage street.

Criteria met. The surrounding existing and proposed land uses along Dale Drive are generally a variety of residential uses. In this specific area of Dale Drive, there is a significant existing landscape buffer on the opposite side of the street from the parking structure, creating effectively a single loaded street at this location. Commercial uses at the ground story of the parking structure in this location would be significantly isolated node of commercial use, and potentially economically unviable due to the relatively small size of potential commercial space within the parking structure and the lack of a critical mass of commercial use in the immediate vicinity.

**4) 153.062—Building Type Requirements (O)(5)(b) Corridor Building Type. Height. Maximum Permitted Height.**

6 story maximum permitted height.

Request. Building G1 to be 7 stories in height.

Criteria met. The proposed location of Building G1 is in a low point of elevation on Block G. The topography north to south at the proposed building location, along with the slope increase to the east may serve to visually minimize the increased building height proposed.

**C. Basic Plan Review Analysis [§153.066(D)(2)]**

**1) The Site Plan Review be substantially similar to the approved Basic Site Plan.**

Not applicable. The applicant will be responsible for filing a Site Plan Review application at a future date to for review and approval of the additional project materials and information required by Code.

- 2) Consistent with the approved Development Plan.**  
Not applicable. The applicant will be responsible for filing a Development Plan Review application at a future date due to the proposed subdivision of the existing parcels.
- 3) Meets all Zoning requirements except as authorized by Administrative Departures and Waivers.**  
Criteria met. As reviewed in this report, several sections of the Code are not met, including the Conditional Use request and a number of Waivers and Administrative Departures.
- 4) Internal circulation system and driveways provide safe and efficient access.**  
Criteria met with Conditions. Based on the proposed arrangement of Building G2/G3 on Lot 20, the Dale Drive elevation is the front façade of the Parking Structure. Dale Drive is a principal frontage street which require City Engineer approval for proposed curb cuts. The applicant will be required to request this approval by the City Engineer at Final Site Plan Review.  
  
The applicant should work with staff to ensure that the internal circulation of the parking structure meets building applicable code requirements at the Final Site Plan Review and that the proposed design of the plaza and streetscape extension adjacent to Building G1 be revised to meet Code to provide adequate pedestrian space.
- 5) The relationship of buildings and structures to each other and other facilities is appropriately integrated with Community.**  
Criteria met Conditions. Planning recommends that the applicant provide additional information to evaluate the relationship between the existing and proposed building G1 to the building in Block H prior to submitting for Site Plan Review.  
  
Additionally, the applicant will have to address inconsistencies between the plans prior to applying for a Final Site Plan Review.
- 6) Consistent with requirement for types, distribution and suitability of open space.**  
Criteria met. The proposed open spaces are well distributed through the site. The applicant will need to provide additional open space details with the Site Plan Review to ensure that all applicable open space type requirements are met.
- 7) The scale and design of the development allows for the adequate provision of services.**  
Criteria met. This proposal includes provisions for connecting to existing public utilities including public water, sanitary sewer and stormwater management. Final details will be provided with a future Site Plan application and verified with the building permit.
- 8) Stormwater management systems and facilities are adequate and do not adversely affect neighboring properties.**

Criteria met. Stormwater details are not required with the Basic Plan Review. The applicant will be required to provide complete details for review with the Site Plan Review.

- 9) **If phased, the proposed phase can stand alone.**  
Not applicable. The site will be developed in a single phase.
- 10) **Demonstrates consistency with principles of walkable urbanism, BSD Vision Principles, Community Plan, and other applicable documents.**  
Criteria met. With the proposed conditions outlined above, the proposal is consistent with adopted policy documents including the Community Plan, BSD Vision Plan, and principles of walkable urbanism.

## 5. Recommendations

### Administrative Departure Review

The proposed Administrative Departure does not meet all applicable review criteria.

**Disapproval** is recommended for the following administrative departure:

- 1) Building Types – Required Building Zone (Building G2)

### Waiver Review

Three proposed Waivers meet all applicable review criteria. **Approval** is recommended for the following three waivers:

- 1) Building Types – Front Property Line Coverage (Building G2)
- 2) Building Types – Front Property Line Coverage (Building G4)
- 3) Building Types – Ground Story Use (Building G2)
- 4) Building Types – Maximum Permitted Building Height (Building G1)

### Basic Plan Review

The proposed Basic Plan Review is consistent with all applicable review criteria. **Approval** is recommended with the following conditions:

- 1) That the applicant be request approval of a curb cut along a principal frontage street (Building G2 along Dale Drive) by the City Engineer at Final Site Plan Review;
- 2) That the applicant work with staff to ensure that the internal circulation of the parking structure meets building applicable code requirements at the Final Site Plan Review;
- 3) That the proposed design of the plaza and streetscape extension adjacent to Building G1 be revised to meet Code to provide adequate pedestrian space;
- 4) That the applicant provide additional information to evaluate the actual relationship between the existing and proposed building G1 to the building in Block H prior to submitting for Final Site Plan Review; and,
- 5) That the applicant will have to address inconsistencies between the plans prior to applying for a Final Site Plan Review.



## RECORD OF ACTION

# Planning & Zoning Commission

Thursday, September 20, 2018 | 6:30 pm

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

**MOTION:** Mr. Stidhem moved, Mr. Fishman seconded, to accept the documents into the record.

**VOTE:** 6 – 0.

**RESULT:** The documents were accepted into the record.

### RECORDED VOTES:

Victoria Newell	Yes
Stephen Stidhem	Yes
Jane Fox	Yes
Bob Miller	Absent
Warren Fishman	Yes
Kristina Kennedy	Yes
William Wilson	Yes

### STAFF CERTIFICATION

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Claudia D. Husak, AICP, Senior Planner





## RECORD OF ACTION

# Planning & Zoning Commission

Thursday, September 20, 2018 | 6:30 pm

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

**MOTION:** Mr. Stidhem moved, Mr. Fishman seconded, to approve the minutes from August 23, 2018, as presented.

**VOTE:** 6 – 0.

**RESULT:** The minutes from August 23, 2018, meeting was approved.

### RECORDED VOTES:

Victoria Newell	Yes
Stephen Stidhem	Yes
Jane Fox	Yes
Bob Miller	Absent
Warren Fishman	Yes
Kristina Kennedy	Yes
William Wilson	Yes

### STAFF CERTIFICATION

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Claudia D. Husak, AICP, Senior Planner





## RECORD OF DISCUSSION

# Planning & Zoning Commission

Thursday, September 20, 2018 | 6:30 pm

The Planning and Zoning Commission discussed the following proposal at this meeting:

**1. BSD SRN – Bridge Park, Block F  
18-060BPR**

**PID: 273-000867  
Informal Review**

**Proposal:** The construction of a mixed-use development consisting of a hotel, a parking structure, residential units and a future office building as part of the Bridge Park Development. The site is zoned Bridge Street District - Scioto River Neighborhood.

**Location:** West of Dale Drive, southwest of the intersection with Bridge Park Avenue.

**Request:** Informal feedback on a proposed Basic Plan Review application prior to a formal review by City Council 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

**Case Information:** www.dublinohiousa.gov/pzc/18-060

**RESULT:** The Planning and Zoning Commission provided informal feedback on this proposal and generally welcomed the proposal. Feedback centered on the usability of the proposed open spaces, the pedestrian realm, particularly at the private drive between the proposed hotel and garage, the appropriateness of shared parking and the continuation of the development as a destination point. The Commission welcomed the variation in the intended architectural character of the proposal.

**MEMBERS PRESENT:**

Victoria Newell	Yes
Stephen Stidhem	Yes
Jane Fox	Yes
Bob Miller	Absent
Warren Fishman	Yes
Kristina Kennedy	Yes
William Wilson	Yes

**STAFF CERTIFICATION**

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Claudia D. Husak, AICP, Senior Planner





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## OF DISCUSSION

# Planning & Zoning Commission

Thursday, September 20, 2018 | 6:30 pm

The Planning and Zoning Commission discussed the following proposal at this meeting:

**2. BSD SRN – Bridge Park, Block G  
18-061BPR**

**PID: 273-012471  
Informal Review**

**Proposal:** The construction of a mixed-use development consisting of an office building, a parking structure and residential units as part of the Bridge Park Development. The site is zoned Bridge Street District - Scioto River Neighborhood.

**Location:** West of Dale Drive, northwest of the intersection with Bridge Park Avenue.

**Request:** Informal feedback on a proposed Basic Plan Review application prior to a formal review by City Council 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

**Case Information:** www.dublinohiousa.gov/pzc/18-061

**RESULT:** The Planning and Zoning Commission provided informal feedback on this proposal at their September 20, 2018 meeting and generally welcomed the proposal. Feedback centered on the usability of the proposed open spaces, the need for green (lawn) open space, the pedestrian realm, walkability and placemaking, the appropriateness of shared parking and the continuation of the development as a destination point. The Commission welcomed the variation in the intended architectural character of the proposal.

**MEMBERS PRESENT:**

Victoria Newell	Yes
Stephen Stidhem	Yes
Jane Fox	Yes
Bob Miller	Absent
Warren Fishman	Yes
Kristina Kennedy	Yes
William Wilson	Yes

**STAFF CERTIFICATION**

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Claudia D. Husak, AICP, Senior Planner



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## RECORD OF ACTION

# Planning & Zoning Commission

Thursday, September 20, 2018 | 6:30 pm

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

- 3. Perimeter Center, Subarea E – McDonald’s Sign Modifications**  
**18-035AFDP** **6830 Perimeter Loop Road**  
**Amended Final Development Plan**
- Proposal: The installation of a digital menu board sign for an existing McDonald’s restaurant located in Perimeter Center, Subarea E.
- Location: Northeast of the intersection of Avery-Muirfield Drive and Perimeter Loop Road.
- Request: Review and approval of an Amended Final Development Plan under the provisions of Zoning Code Section 153.050.
- Applicant: McDonald’s, represented by Rebecca Green, Permit Solutions.
- Planning Contact: Logan M. Stang, Planner I.
- Contact Information: 614.410.4652, lstang@dublin.oh.us
- Case Information: www.dublinohiousa.gov/pzc/18-035

**MOTION #1:** Mr. Stidhem moved, Ms. Kennedy seconded, to approve the Minor Text Modification as follows:

- Menu Board signs for 6830 Perimeter Loop Road are permitted per case 18-035AFDP in lieu of the requirements previously listed and general sign requirements under Zoning Code Sections 153.150-153.164. Any changes to the menu board sign requires review and approval by the Planning and Zoning Commission.

**VOTE:** 6 – 0.

**RESULT:** The Minor Text Modification was approved.

**RECORDED VOTES:**

Victoria Newell	Yes
Stephen Stidhem	Yes
Jane Fox	Yes
Bob Miller	Absent
Warren Fishman	Yes
Kristina Kennedy	Yes
William Wilson	Yes



**4. Perimeter Center, Subarea E – McDonald’s Sign Modifications  
18-035AFDP**

**6830 Perimeter Loop Road  
Amended Final Development Plan**

**MOTION #2:** Mr. Stidhem moved, Ms. Kennedy seconded, to approve an Amended Final Development Plan to allow for the installation of a digital menu board sign to replace the existing with four conditions:

- 1) That the menu board sign contain no continuous movement, flashing, scrolling, video, or animation, except for the customer order image which shall not exceed more than 20% of the menu board sign area;
- 2) That the menu board sign be turned off during non-operational business hours;
- 3) That the menu board sign shall not contain any additional speakers or sound; and
- 4) That the menu board sign change pre-set content no more than three times per day.

**VOTE:** 6 – 0.

**RESULT:** The Amended Final Development Plan was approved.

**RECORDED VOTES:**

Victoria Newell	Yes
Stephen Stidhem	Yes
Jane Fox	Yes
Bob Miller	Absent
Warren Fishman	Yes
Kristina Kennedy	Yes
William Wilson	Yes

**STAFF CERTIFICATION**

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Logan M. Stang, Planner I





## RECORD OF ACTION

# Planning & Zoning Commission

Thursday, September 20, 2018 | 6:30 pm

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

**4. Community Plan – Thoroughfare Plan Map  
18-051ADM**

**Administrative Request - Other**

Proposal: Amendments to the Community Plan and the Thoroughfare Plan Map to address street connections based on recent developments.

Request: Review and recommendation of approval to City Council for proposed amendments to the Community Plan under the provisions of Zoning Code Sections 153.232 and 153.234.

Applicant: Dana L. McDaniel, City Manager, City of Dublin.

Planning Contact: Vincent A. Papsidero, FAICP, Planning Director.

Contact Information: (614) 410-4682, vpapsidero@dublin.oh.us

Case Information: www.dublinohiousa.gov/pzc/18-051

**MOTION:** Mr. Stidhem moved, Mr. Fishman seconded, to recommend approval to City Council for an Administrative Request for Amendments to the Community Plan and the Thoroughfare Plan Map to address street connections based on recent developments.

**VOTE:** 6 – 0.

**RESULT:** The Administrative Request was recommended for approval to City Council.

**RECORDED VOTES:**

Victoria Newell	Yes
Stephen Stidhem	Yes
Jane Fox	Yes
Bob Miller	Absent
Warren Fishman	Yes
Kristina Kennedy	Yes
William Wilson	Yes

**STAFF CERTIFICATION**

Vincent A. Papsidero, FAICP  
Planning Director





## MEETING MINUTES

# Planning & Zoning Commission

Thursday, September 20, 2018

### AGENDA

- 1. BSD SRN – Bridge Park, Block F  
18-060BPR** **PID: 273-000867**  
**Informal Review (Discussion Only)**
- 2. BSD SRN – Bridge Park, Block G  
18-061BPR** **PID: 273-012471**  
**Informal Review (Discussion Only)**

The Chair, Victoria Newell, said the two applications were proposals for the construction of a mixed-use development consisting of a hotel, a parking structure, residential units and a future office building as part of the Bridge Park Development. She said the site is zoned Bridge Street District - Scioto River Neighborhood and is west of Dale Drive, north and south of Bridge Park Avenue. She said this is a request for informal feedback on two proposed Basic Plan Review applications prior to a formal review by City Council under the provisions of Zoning Code Section 153.066.

Lori Burchett presented the Bridge Street District (BSD) application process that includes a Basic Plan Review and a Development Plan Review followed by a Site Plan Review. She said if a project includes a Development Agreement, City Council serves as the reviewing body and designates a final reviewing body for future applications. She explained the Basic Plan outlines the character and nature of the development including general massing and any open space locations. She said the Site Plan provides the final details of the proposal, including: materials, landscaping, and additional Code requirements.

Ms. Burchett presented an aerial view of the site and noted the two blocks are located south of Tuller Ridge Drive, north of Banker, east of Mooney Street and west of Dale Drive with Bridge Park Avenue dissecting the two blocks. She presented a graphic of the two blocks in context of the overall Bridge Park Development. She said Block D was the most recent block reviewed by this Commission.

Ms. Burchett presented the Basic Plan for Block F that consisted of three new buildings with office, commercial, hotel, restaurant, and open space on the 2.31-acre site. She pointed out a private access drive located between buildings F1 and F2, connecting Mooney Street and Dale Drive. She indicated staff had expressed concerns with the access drive and pedestrian mobility through this block.

Ms. Burchett presented a graphic of the massing that represented the scale and height within this block as viewed from the northwest corner of Banker Drive and Dale Drive. She said the general layout of the buildings were represented on the site with the street network represented throughout.

Ms. Burchett said one of the discussion questions for the Commission's consideration this evening is whether the proposal effectively meets the intent and purpose of the walkability standards and promotes the principles of walkable urbanism. She presented another massing view of the future hotel with its access drive and canopy drop-off area. She presented the western elevation that faces Dale Drive that showed an unlined portion of the parking garage. She said a second discussion question asks the



Commission if there are additional design considerations that should be made for the unlined portions of the parking structures, particularly as it faces Dale Drive - the principal frontage street.

Ms. Burchett presented images that illustrated the general character of contemporary design for this block with multiple angles and a mix of panels, brick, and glass, which is very similar to the established character of the overall development.

Ms. Burchett said the applicant has proposed to provide 0.35-acre of public open space on Block F where 0.09-acre would be required and presented a graphic to illustrate the locations of the open spaces.

Ms. Burchett presented the Basic Plan for Block G that consisted of three new buildings with office, commercial, residential, 0.43-acre- of open space, and associated site improvements on the ±2.28-acre site.

Ms. Burchett presented a graphic of the massing that represented the scale and height within Block G. She pointed out that building G1 is the proposed office building and the applicant is requesting a Waiver to allow for a seven stories. She presented more graphics illustrating general massing and noted the east elevation reflected the unlined portion of the parking garage.

Ms. Burchett said the proposed uses would require a minimum of 435 parking spaces for Block F and 669 for Block G. She reported the applicant has proposed 288 structured spaces and 11 on-street parking spaces. She explained the applicant intends to use 136 spaces from Block C garage to help close the deficit for Block F and 355 spaces from Block C garage for Block G. She reported there is a preliminary study on the uses of the garages that is on-going as the development fills. Based on that study, she said there is an excess of parking within Block C, even at the highest use.

Ms. Burchett presented inspirational images for Block G that included brick, glass, and metal details. She said the design is best described as contemporary with multiple projections and a defined first floor. Overall, she said these images show glass as the predominant material with a complementary brick or stone. She asked the Commission to consider if the provided images achieve an appropriate design direction and if they had any architectural design suggestions. She also requested suggestions from the Commission on the variety of materials and colors that should be applied to Blocks F or G.

Ms. Burchett said ±0.43-acre of on-site open space is proposed for Block G with 0.16-acre proposed as an off-site public open space on Block F, to meet the open space requirement of 0.59-acre. Additionally, she noted 0.18-acre of private amenity space is proposed for residents of Block G. For feedback to the applicant as design advances for these areas, a recommended discussion question asks the Commission if the proposed open space treatment was appropriately located, sized, and designed. She presented a graphic to illustrate the locations of the open space proposed for Block G.

Ms. Burchett said Staff has identified potential Waivers for this Basic Plan Review including:

- Allowance for a 7-story office building (G1)
- Front property line coverage
- Occupation of corner (G4 & F4)

Ms. Burchett presented the discussion questions in their entirety for the Commission to consider:

- 1) Does the proposal effectively meet the intent and purpose of the walkability standards and promote the principles of walkable urbanism?
- 2) Is the proposed open space treatment appropriately located, sized, and designed?



- 3) Do the provided images achieve an appropriate design direction; and are there any architectural design considerations or variety in materials and colors that should be applied to these two blocks?
- 4) Are there additional design considerations that should be made for the unlined portions of the parking structures, particularly as it faces the principal frontage street (Dale Drive)?
- 5) Are there any other considerations by the Commission?

Ms. Burchett concluded her presentation and stated the applicant was present to address any questions or concerns, as well.

Victoria Newell asked about the height of the AC Marriott Hotel. Ms. Burchett answered that it is eight stories.

Steve Stidhem asked if the new buildings would appear taller than the AC Marriott Hotel, due to the increased elevation change. Ms. Burchett answered that same question was raised at the ART earlier in the day and the applicant had said the new buildings would not be taller.

Jane Fox asked for height, story-wise to put in context to across the street. Ms. Burchett answered corridor buildings are five stories tall.

Warren Fishman asked how wide the buildings are on the sidewalk front. He said there is an amenity space on G4 that is private. Ms. Burchett clarified there would be open space between buildings G2 and G1. Mr. Fishman asked if the open space would be green. Ms. Burchett said, overall, the proposal at this point, would be similar to other passageways we have seen in developments. She said the applicant is requesting feedback from the Commission this evening. Mr. Fishman asked if these areas would be considered walkable since the buildings were so wide.

The Chair invited the applicant to come forward.

Russ Hunter, Crawford Hoying Development Partners, 6640 Riverside Drive, explained parking is driving how the applicant is looking at these two blocks. He said the most cars they have ever counted on C Block is 373 and there were 506 spaces left open. He indicated the applicant does not see B Block being remarkably different. Given these outcomes, he said, the applicant is re-evaluating the need for parking in this part of the development.

Mr. Hunter referred to the site plan for Block F. He said the hotel will be the first building to come forward as a final site plan as it is the most 'baked' on their end. He said it is a Marriott hotel and the units lining the parking will be like an extended stay. He said these units are almost apartment size. He said they would be managed out of the F1 hotel.

Mr. Hunter stated the F4 office building will not be considered until the future. He explained the reason the applicant is requesting a Waiver for a seven-story building is due to the market forces. He reported there are 150,000 – 200,000-square-foot office users out there that want to be in Bridge Park and currently they cannot be accommodated. He indicated if they design a 200,000-square-foot office building from scratch, for a user that may or may not emerge, that is a great way for the applicant to go bankrupt. He said they have to ensure they are nimble enough to be able to respond to those market forces; if they are not able to go taller, that is not the block for a large user so they need to know that now. He said their architect for this project, Chris Meyers, and their team have taken this through the basic site plan and they desire feedback about the seven stories. For the G1 office building, he said there will be a different architect to take them through the schematic design and that is to ensure the applicant is keeping everything fresh and authentic.

Chris Meyers, Meyers and Associates Architects, 232 N. Third St., Columbus, Ohio, said only diagrammatic massing and basic footprints were presented this evening. He said there will be a lot more detail and articulation forthcoming in the Final Site Plan. He said the applicant's objective is to enhance the community even further. He said walkability and approachability comes with that, especially at the street level. He said the increased grades will affect the access points to the buildings.

Mr. Meyers asked Ms. Burchett to present some photographs of buildings where the heights range from four stories to seven stories. He said the architecture for hotels is always repetitive as the rooms are stacked with a grid façade. He indicated their intent is to get away from the typical hotel design. He said they welcome the Commissions' feedback to help drive the direction the applicant takes.

Mr. Stidhem said he liked the artistic neatness and the photos presented were interesting. He asked if the garage will be flat or sloped. Mr. Hunter answered the garages would be sloped, similar to the garages on Blocks B and C.

Mr. Stidhem inquired about electric plug-ins for vehicles in the parking garages as he has seen some but wondered if more were coming, which Mr. Hunter confirmed.

Mr. Stidhem asked the applicant if they had considered roof access for any of the buildings. Mr. Hunter said they plan at least a portion of the rooftop of G1 to be accessible.

Mr. Stidhem asked if solar had been considered for G1. Mr. Hunter said the applicant has in the past and believes they will continue to do so. Mr. Stidhem suggested the applicant at least wire for it so solar could easily be installed in the future.

Ms. Fox inquired about the space between F1 and F2/F3. She said it appears as a driveway but asked about sidewalks, bikes, or scooter accommodations. Mr. Meyers said the entire F1 building is wrapped.

Mr. Fishman suggested the amenity/private space for the residents of Block G be instead open to the public. Mr. Hunter emphasized they have had this conversation many times about these particular spaces. He explained G4 has an interior space that has units aligned around the four sides and up against the parking garage. He said that amenity space would not be seen from the street. He said they look at those open spaces as residents' backyards. He said everyone's front yard is accessible but the people that live at Bridge Park also deserve to have something that is kind of their own. In many cases, he explained, if those spaces were public, anyone could approach the sliding glass door and knock on it so it becomes a security issue.

Mr. Hunter said, speaking from a developer's standpoint, they do not believe they have enough grass on Blocks B and C as there is a lot of hardscapes with beautiful plantings. He said they are taking that into consideration as they are developing these open spaces for Blocks F and G. Mr. Fishman emphasized he will be looking for green.

Kristina Kennedy clarified Block F is meeting the green space requirement but the G Block is not. Mr. Hunter said together they meet the requirements.

William Wilson said he has witnessed an issue with delivery and asked if food trucks would be coming onto the scene. He asked if these situations were being analyzed.

Mr. Hunter said Crawford Hoying is living that daily as well with their office in Bridge Park. He said he likes the little bit of activity on the street, making it feel urban in a way that is not typically seen in Dublin. He said when vehicles cannot get down the street, it is an issue. He said he hears him and the applicant agrees and that is something they will need to address, especially with this block because there

are two major office buildings. He said food trucks are permitted to park in those public parking spaces so the developer cannot tell them to leave. He said they do not have an answer to that yet. He said the studies determining if the on-street parking should become paid parking would effectively fix that problem. Maybe, sometimes food trucks are okay in certain areas and that is a discussion to be had. He said he is torn between the two because again, they help make the development feel more urban.

Vince Papsidero added, in the larger Code update that is underway now, food trucks are being addressed as a land use so there are regulations staff is proposing. Currently, he explained, the food trucks are regulated as any other vehicle in Bridge Park from a parking standpoint. For vehicle loading/unloading delivery, the City has designated locations and times of day when those trucks are allowed. Mr. Hunter said right now, that issue is magnified because of the construction.

Mr. Wilson said we have talked about not filling all the parking spaces for the current programming but he asked if they had considered parking for the park across the street. Mr. Hunter said the Parking Plan will address everything, holistically.

Mr. Wilson indicated there a quite a lot of residents in Bridge Park now. He asked if pets were allowed. Mr. Hunter answered pets are allowed in certain buildings on certain floors. Mr. Wilson asked if sidewalk staining is being addressed given the lack of green grass.

Mr. Fishman asked if pets can even be controlled in condominiums. Mr. Hunter indicated the condominium association probably could but he cannot say that for certain as he is not the lawyer on this issue.

Mr. Fishman reported he has been spending a lot of time in this development and complimented the applicant; the energy is fabulous and it is fun to be there. He said he visits the market on Saturdays and has noticed a lot of people are walking dogs. He said that is his concern about providing enough green space and having rules about the dogs. Mr. Hunter indicated they have taken a real cautious approach. He said pets are allowed in buildings on the lowest floor. He said as much as they try to police the dog activity, the guys cleaning the grounds have to clean up after the dogs sometimes. He concluded people love their dogs – it is the way it is.

Ms. Newell inquired about the stacking of cars at the drop-off area for the hotel. Mr. Hunter said the stacking number is six. Ms. Newell asked if the hotels will have a certain quantity of parking spaces reserved for their guests. He suggested when they do the study, the answer is absolutely yes. The Marriott says they need about 80% a piece but it depends on the environment.

Mr. Wilson said wide sidewalks can be attractive and make an area more walkable; it is an opportunity to add benches so people have additional places to sit/meet outside of those little green spaces. He suggested adding drinking fountains for both humans and pets and by adding these things, the result can be an enriched community.

Ms. Kennedy said she loved the design proposals and they coordinate and fit with the other buildings in the development while also adding character. She said she is concerned about having room for bicycles as that is becoming more popular in Dublin. She said she loved the Bocce Ball Court in D Block and would like to see more little pocket parks like that. She said it would be so nice to have something more to do outside besides walking and 16-Bit that is inside entertainment.

Mr. Fishman said he agreed with both of his colleagues. He said it is important for sidewalks to be wide enough as now there are a lot of scooters flying by. He said couples on benches makes a lovely scene. He emphasized green, green, green; “everything grows here” is the City’s tag line.

Mr. Stidhem said he is not against grass but there is going to be an amazing park across the street and that will take care of a lot of issues that were discussed this evening. He said in general, he likes the proposal and would love to see something that is a little bit different, especially in terms of the details and character with the new architect. He would like to see something “just a little bit out there”, something that is unique. He said he thinks of Chicago and how all the architecture is different. He stated the proposal is absolutely walkable. He said he is not passionate about parking because the trends show not as much parking will be needed.

Ms. Fox stated the applicant has done a really good job with walkability and connecting the green space notes and the corridors. She indicated placemaking is missing on the corner of G4. She said there is nothing on Tuller Ridge Drive that would stop a pedestrian.

Ms. Fox asked if Bridge Park is still considered the designated shopping area. Mr. Papsidero clarified it is Bridge Park Avenue.

Ms. Fox said she loves the area between F1 and F2/3 and if designed correctly, can become a little individual oasis. If landscaped correctly, that just might be a hub of activity there for those walking, riding bikes or scooters.

Ms. Fox asked if an interesting archway can be created for the parking garage there and allow for a peek at the plaza park/backyard that is hidden for G4 residents. She also suggested something interesting be created for the southwest corner of F1. She stated she loved the separation of the buildings as it allows for some very interesting things to be created.

Ms. Newell said generally the proposal meets the intent of walkability. She said she was concerned about the access drive and pedestrians only permitted to walk on one side because the other space is completely green. She suggested the applicant treat the whole access drive area with some very upscale amenities so it appears as its own pocket park. If it was very well landscaped, it would encourage walkers to want to walk on just one side of the street.

Addressing question #2, Ms. Newell said the proposed open space treatment was appropriately located and sized but there is not enough design details yet to comment. She said she was concerned about the height of the buildings and the shadows they would cast on the open spaces as she wants to see any plantings truly survive.

Ms. Newell said she was completely supportive of the sharing of the parking. She said right now, she has had no issues with trying to find a parking space, even on a Friday night, going to a restaurant at peak times, which has been wonderful and convenient.

Ms. Newell said the added height to the structure to achieve seven stories creates another amenity. She recalled originally on this Commission fighting hard and had lengthy discussions holding to the six-foot height but things change as the City develops. She said when all of the buildings are going in at four and five stories, it is nice to have that change in elevations. She said she is a little concerned about going up that hill, as the proposed building may overshadow the AC Marriott Hotel.

Ms. Newell said she liked the images for Block G a little bit more than those for Block F but overall she liked the architectural design considerations.

The Chair asked the applicant if the Commission had provided enough direction and answered all the questions to which the applicant responded that this meeting was perfectly wonderful.

Mr. Fishman asked to address the seven-story building. He said he did not have a fundamental problem but it should be a unique building. He referred to the Leveque Tower downtown as an example as it is certainly different from the other buildings downtown. Mr. Hunter agreed; he would love it if a large corporation went in there and their corporate logo would be great to make it more notable. Mr. Hunter confirmed the buildings would be roughly about the same height, even with the increased height of the grade.

The Chair invited anyone from the public that wished to speak in regard to this case. [Hearing none.]

Ms. Fox asked to make a few more comments. She referred to G2/3 and said if the applicant did not create an archway there, G3 could have an interesting architectural frontage as it would be so visible from the park across the street. She said she liked the L-shape of the hotel and liked the variety of massing elements.

Ms. Fox asked to refer to the inspirational photographs. She said the photo on the bottom, left-hand side is much more interesting than the bottom, right-hand side. She noted the projections, some of the walls, the transparency of the glass, and other materials found in the BSD. She said it was more interesting than typically seen in a lot of structures like that. She restated that the space between the parking garage could be an absolutely unbelievable space. She said Dale Drive is an important, district connector so the building elevations on Block F should have a notable presentation on the street. She asked the applicant what those elevations would be like and if they had any thoughts they had been considering.

Mr. Meyers said the first approach, F3 is to mask the F2 garage and have it be a discreet veil in front. The uniqueness of the building type, the conversation of the hotel is a breakdown of mass, material, and form. That is going to translate to these other buildings; they have not gone through the planning exercise to create the real form. He said being on Dale Drive will be different than being on the access drive. He indicated they are considering an outdoor garden and a roof terrace to get that activity to that corner, not just an amenity for the tenant but also for what is visible from two miles away. He said the whole community has branched to a greater vista. He said he can see it from I-270 and the Historic District. He said the rooftop bar on the AC Marriott Hotel can be seen from miles away and those kinds of effects are being considered here, too.

Ms. Fox said that was a great idea. She hears people talk all the time about Vaso, the rooftop bar. She said the variation of architecture is very important on the residential building. She said she liked the idea shown in some of the pictures of projections off the wall so there is interest in the street, whether that is balconies or the offices but not grid-like projections. She indicated that overhangs of awnings above the ground floors enables the pedestrian to feel warm and safe.

Mr. Wilson referred to the pictures for Block G; the bottom left is the most dramatic. He noted there is not a building like this yet in the whole development. Everything is pretty much a block shape, he said, but this becomes several pieces put together with different materials in it and brings a lot of design features to it. He said seven floors could be a win-win since some large corporations are looking for that to house all their employees under one roof.

The Chair said if there are no further comments, she thanked the applicant for coming forward and is looking for development in the near future.



City of Dublin

**Division of Planning**

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# Memo

**To:** Members of Planning and Zoning Commission  
**From:** Claudia D. Husak, AICP, Senior Planner  
Lori Burchett, AICP, Planner II  
**Date:** September 20, 2018  
**Re:** Basic Plan Review– Blocks F and G – (Cases #18-060BPR and #18-061BPR)

## Summary

This is a request for informal review and feedback of a Basic Plan Review for the final two blocks of the Bridge Park Development under the original Economic Development Agreement approved by City Council. The sites are located on the west side of Dale Drive, north of Banker Drive, east of Mooney Street, and south of Tuller Ridge Drive. Bridge Park Avenue bisects the two blocks. Planning and Zoning Commissioners are asked to review and provide informal feedback on the Basic Plan Review applications in accordance with the Bridge Street District (BSD) zoning regulations.

## Background

City Council approved a Basic Plan Review for the Bridge Park Development, which included Blocks F and G on January 20, 2015 and Preliminary Plat on March 9, 2015 for Bridge Park. A revised Basic Plan Review was approved by City Council on July 5, 2016 for Block G following an informal review by the Planning and Zoning Commission on June 9, 2016.

The current proposals for Blocks F and G are significant enough to require review and approval of a new Basic Plan Review for each block. For the purposes of the Commission's discussion, the information for the informal review and discussion has been consolidated into a single memo.

## Application Overview

### *Layout and Uses*

#### Block F

This is a request for three new buildings on one block with ±86,000 square feet of office, ±21,000 square feet of commercial (retail/restaurant), ±88,000 square feet of hotel, ±6,000 square feet of restaurant, 0.35-acre of open space, and associated site improvements on the ±2.31-acre site. The Block has frontage on Bridge Park Avenue to the north, Mooney Street to the west, Dale Drive to east, and Banker Drive to the south. A private access drive is located between buildings F1 and F2/F3, connecting Mooney Street and Dale Drive. Building F1 is proposed as a new six-story hotel, ±93,000-square-foot building with a 145 room hotel and first

floor restaurant. Building F2/F3 is a 4.5-story, ±121,000-square-foot partially commercial/hotel wrapped parking structure with 288 parking spaces. Building F4 is a 4-story, ±86,000-square foot office building.

### Block G

This is a request for three new buildings on one block with ±170,000 square feet of office, ±16,000 square feet of commercial (retail/restaurant), ±110,000 square feet of residential, 0.43-acre of open space, and associated site improvements on the ±2.28-acre site. Block G has frontage on Tuller Ridge Drive to the north, Mooney Street to the west, Dale Drive to the east, and Bridge Park Avenue to the south. Building G1 is proposed as a seven-story, ±170,000 square foot office building. Building G2/G3 is proposed as a 4.5-story, ±101,000 square foot partially residential (8 studio apartments) wrapped parking structure with 291 parking spaces. Building G4 is a five-story, ±105,000-square-foot mixed use (residential and restaurant/retail/office) building with 109 units ranging in size from studio to 3 bedrooms.

### *Waivers*

Staff and the applicant have preliminarily identified aspects of the project that do not meet certain BSD Code requirements, which will require Waivers. The applicants will need a waiver for the number of stories to allow a 7-story office building (Building G1) on Block G, where 6 stories are permitted. Other potential waivers may include front property line coverage and occupation of corner for Building G4, Block G and Building F4, Block F.

### *Architecture*

The aspirational images show a contemporary aesthetic for both blocks complementing the established character of the overall development. The images provided for Block F include a mix of fiber cement panels and brick with multiple angles to break the massing. The images for Block G include brick and glass, and metal details. The proposed design is contemporary with multiple projections and a defined first floor. Overall, the images show glass as a predominant material with a complementary brick or stone material.

### *Open Space*

The applicant is proposing to provide 0.35-acres of public open space on Block F where 0.09-acres would be required. Approximately 0.43-acres of on-site open space is proposed for Block G with 0.16 proposed as an off-site public open space on Block F, to meet the open space requirement of 0.59 acres. Additionally, 0.18-acres of private amenity space is proposed for residents of Block G. The design includes a "Mews" type open space proposed through Block G providing a pedestrian connection from Mooney Street to Dale Drive. There is a mix of brick, concrete, and aggregate paving with contemporary furnishings, similar to other open space areas in the development.

### *Parking and Circulation*

The proposed uses require a minimum of 435 parking spaces for Block F and 669 parking spaces for Block G. As proposed, the applicant is providing 288 structured parking spaces and 11 on street. The applicant is proposing to use 136 parking spaces from Block C garage to close the deficit for Block F and 355 parking spaces from the Block C garage for Block G. Based on a study provided by the applicant, there is an excess of parking in Block C with a minimum of 506 parking spaces and a maximum of 740 parking spaces available. At a minimum, this would

accommodate the 491 spaces needed for Blocks F and G and is in a walkable distance for both Blocks.

A private access drive is proposed between buildings F1 (hotel) and F2/F3 (parking structure). Building F1 and Building F2/F3 are sited close to the sidewalk in certain location causing potential 'pinch points' for pedestrians. With the mix of pedestrians and vehicles, there may be potential conflicts.

### **Recommendation**

The Informal Review provides the opportunity for Commission feedback for an applicant. It is intended to allow the Planning and Zoning Commission to provide non-binding feedback to an applicant regarding the intended land use and development pattern.

### **Discussion Questions**

1. Does the proposal effectively meet the intent and purpose of the walkability standards and promote the principles of walkable urbanism?
2. Is the proposed open space treatment appropriately located, sized, and designed?
3. Do the provided images achieve an appropriate design direction; and are there any architectural design considerations or variety in materials and colors that should be applied to these two blocks?
4. Are there additional design considerations that should be made for the unlined portions of the parking structures, particularly as it faces the Principal Frontage Street (Dale Drive)?
5. Other considerations by the Commission.



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

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

Mr. Lecklider seconded the motion.

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

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

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

**Ordinance 24-15**

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

Vice Mayor Gerber introduced the ordinance.

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

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

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

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

Mr. Lecklider seconded the motion.

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

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

**OTHER**

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

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

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

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

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

She offered to respond to questions.

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

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

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

Ms. Ray responded that is correct.

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

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

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

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

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

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

Ms. Chinnici-Zuercher seconded the motion.

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

**STAFF COMMENTS**

Mr. McDaniel:

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

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

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

Vice Mayor Gerber seconded the motion.

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

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



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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.

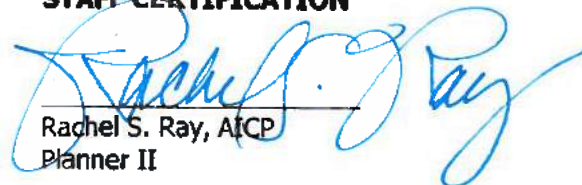
**VOTE:** 6 - 0.

**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

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**CALL TO ORDER**

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

**ROLL CALL**

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

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

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

**Introduction and Development Agreement Update**

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

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

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

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

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

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

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

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

Mr. Foegler confirmed that Council members are not involved.

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

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

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

Mr. Foegler responded that is correct.

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

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

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

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

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

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

**Staff Presentation**

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

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

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

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

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

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

The next steps following this application include:

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

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

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

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

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

Mr. Lecklider inquired if that included the PZC.

Ms. Ray responded affirmatively.

#### Basic Development Plan Components

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

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

#### Basic Site Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mayor Keenan inquired if that is true of both examples.

Mr. Meyer responded affirmatively.

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

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

Mr. Gerber inquired the specific width.

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

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

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

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

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

### **Applicant Presentation**

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



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

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

#### Bridge Park -- Phase One

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

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

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

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

#### Timing Details

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

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

Public Realm and Open Spaces

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

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

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

Architecture

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

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

- **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

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