


**CITY OF DAYTON, KENTUCKY  
ORDINANCE NO. 2019-#    //**

**AN ORDINANCE MODIFYING AND ADOPTING  
THE AMENDED MANHATTAN HARBOUR  
COMMUNITY PATTERN BOOK.**

This ordinance adopts and incorporates the amended Manhattan Harbour Community Theme/Pattern Book as previously approved by the City of Dayton Planning and Zoning Commission. The Pattern Book is also required to be included as a deed restriction for any property in the Manhattan Harbour development conveyed by the City to the Developer.

I, Tom Edge, an attorney licensed to practice law in the Commonwealth of Kentucky, acting as attorney for the City of Dayton, Kentucky, do hereby certify that this summary was prepared by me at the direction of the Council of the City of Dayton, and that said summary is a true and accurate summary of the contents of the ordinance.

  
\_\_\_\_\_  
**TOM EDGE**

CITY OF DAYTON, KENTUCKY  
ORDINANCE NO. 2019-#//

AN ORDINANCE MODIFYING AND ADOPTING  
THE AMENDED MANHATTAN HARBOUR  
COMMUNITY PATTERN BOOK.

WHEREAS, pursuant to agreement with DCI Properties-DKY, LLC, an Ohio limited liability company (hereafter "DCI") and Manhattan Harbour Project LLC, a Kentucky limited liability company (hereafter "MHP") for development of Ohio riverfront property presently titled in the City which requires the City's approval of development specifics, and DCI and MHP and their sub-developers approved and submitted certain documents, modifications and reformatting to the Manhattan Harbour Development Community Pattern Book and;

WHEREAS, the City desires that its approval be enforced now and in the future after said property is conveyed to DCI and MHP under the agreement; and

WHEREAS the Dayton Planning and Zoning Commission has approved the request to modify the Manhattan Harbour Community Theme/Pattern Book;

NOW, THEREFORE BE IT ORDAINED BY THE CITY OF DAYTON,  
CAMPBELL COUNTY, KENTUCKY AS FOLLOWS:

Section I

City Council for the City of Dayton hereby approves and adopts the modifications to the Manhattan Harbour Community Theme/Pattern Book. A copy of said book is attached hereto and made part hereof by reference;

Section II

The City hereby ordains that the said Manhattan Harbour Community Theme/Pattern Book, be included as restrictions in any deed conveyed by the City to DCI and MHP, for all real estate in the Manhattan Harbour development;

Section III

This Ordinance shall be signed by the Mayor, attested by the City Clerk, recorded, and shall be in effect at the earliest time provided by law.

Passed by City Council of the City of Dayton, Campbell County, Kentucky assembled in regular session.

First Reading: 4.16.19  
Second Reading: 5.7.19

  
MAYOR BEN BAKER

ATTEST:   
DONNA LEGER  
CITY CLERK/TREASURER



# Community Theme / Pattern Book

## Design Guidelines

Manhattan Harbour Development  
City of Dayton  
Campbell County, Kentucky

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Adopted:

June 2013

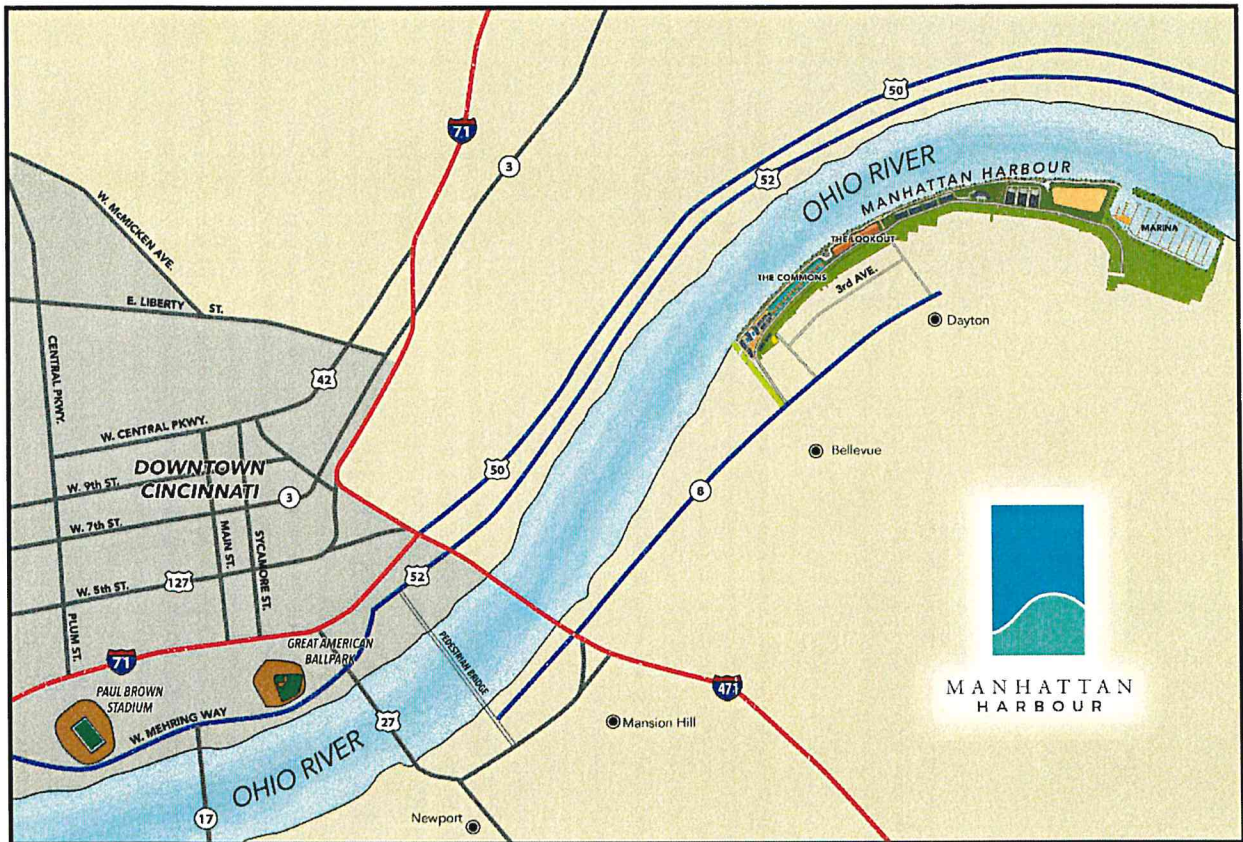
Amended:

October 2013

May 2016 (reformat)

June 2017 (variance)

April 2019 (area adjustments)





# OVERVIEW

The Manhattan Harbour Community Theme and Pattern Booklet is to serve as an accessory to the City of Dayton Zoning regulations for the Mixed Land Use (MLU) for the seventy-two (72) acre development along the Ohio River in Dayton, Kentucky referred to as Manhattan Harbour Community. This booklet applies to the development lots as approved by the City of Dayton Planning Commission.

This document offers both vision and enforceable code standards, to give developers and their designers a helpful framework to begin shaping a safe, livable and sustainable neighborhood to the community of Dayton. The form, mass, height and location of the buildings shall follow the provisions of this Manhattan Harbour Community Theme and Pattern Booklet, along with general patterns concerning orientations, pedestrian and vehicular linkages, landscaping and open space standards.

Acceptance of and / or modifications to this theme and pattern booklet are subject to consistency with the City of Dayton Comprehensive Plan and City of Dayton Code of Ordinances including but not limited to building regulations, zoning code, and subdivision regulations.

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*Construction near the levee may subject to additional regulations by the US Army Corps of Engineers and the Kentucky Division of Water.*

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# PLANNING AND ZONING

## GENERAL PROVISIONS

The purpose of the Mixed Land Use (MLU) Zone is to provide for the combining of offices, hotels and motels, retail and service uses, and residential uses within a planned development. Such development is to be designed to provide for an internally oriented group of activities, which are functionally integrated relative to land uses, vehicular and pedestrian circulation, and the arrangement of structures.

In addition, the intent of the zone is to

- promote flexibility in design and planned diversification in the relationships between location of and types of uses and structures;
- promote the advantages of modern large scale site planning for community development through the efficient use of land, facilitating a more economic arrangement of buildings, circulation systems, land uses, and utilities;
- preserve, to the greatest extent possible, the existing landscape features and amenities, and to utilize such features in a harmonious fashion; and
- provide for more usable and suitably located open space facilities and common facilities than would otherwise be provided under conventional land development procedures, but always with the intention of furthering the public health, safety, and general welfare. - Official Zoning Ordinance, City of Dayton

The planning and zoning requirements are proposed to be enforceable standards that will preserve safety, value and peaceful enjoyment of Manhattan Harbour by Dayton City residents and visitors. The multi-family homes will provide the vitality to sustain existing and new uses and services sure to emerge as this new neighborhood grows and evolves.

## PERMITTED USES

A combination of residential focused land uses are encouraged and have been approved on Stage 1 Plans. The permitted uses include:

- Temporary sales offices for the development
- Residential, single-family detached
- Residential, single-family attached
- Residential, multi-family with customary retail services
- Public and semi-public uses limited to community centers, open space/recreation, fire or police stations or governmental offices
- Customary Home Occupation Offices

Additional permitted uses including office, hotel, motel, and secondary retail / service uses shall be subject to the approval of the Planning Commission and the City of Dayton.

# DENSITY

The mixed development at Manhattan Harbour was accepted to fund improvements of infrastructure and site development needed to create greater value and amenities for City residents. The development consequently increases tax revenues to support City services and amenities that do not currently exist.

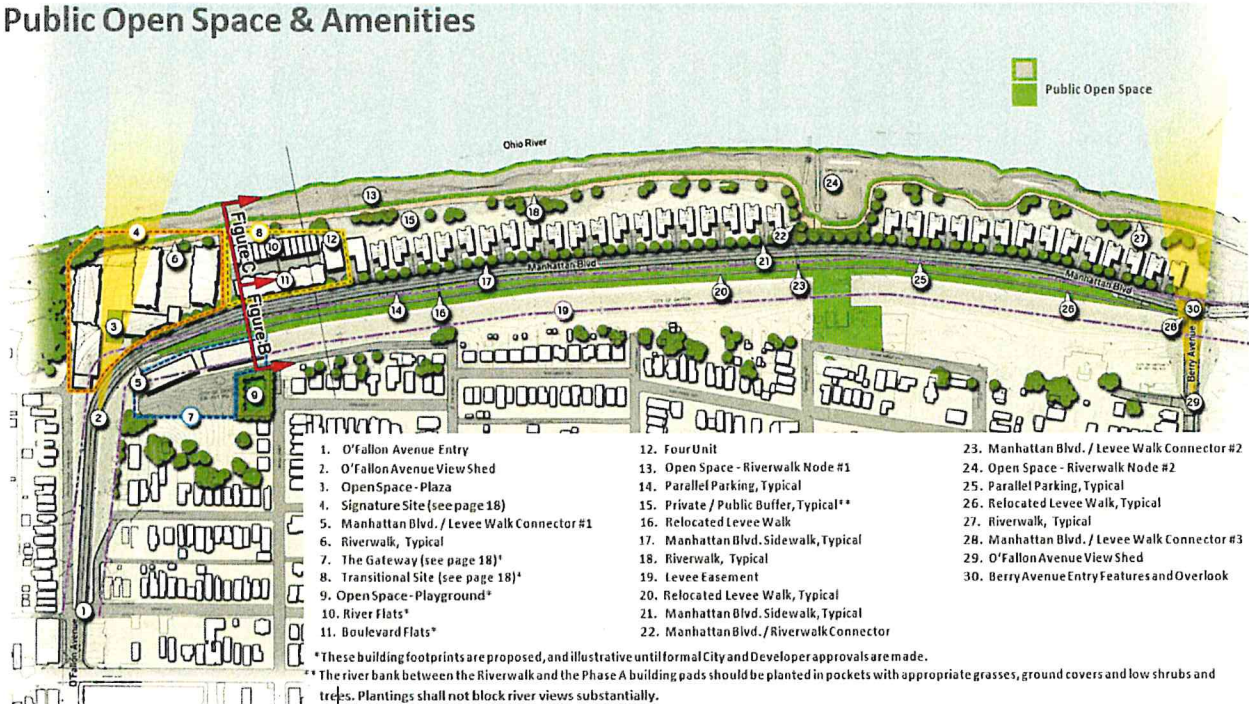
The approved residential density of 1,277 within the development is considered the desirable minimum. The density will vary for each district and sub district developed within Manhattan Harbour. The variation is desirable for reasons of diverse markets and lifestyles of residents seeking to live close to the urban core of Cincinnati and surrounding communities.

As depicted in the development master plan, the multi-family density ratios will vary between 8 and 100 units per acre at Manhattan Harbour. This includes a density gradient from two-family townhouses to up to 12-story residential towers.

It should be noted that within the overall density, that high-density buildings allow more purposeful, usable open space in appropriate locations within the district boundaries. High-density multi-family development that rises above the 50 units per acre will need to be presented and approved on a case-by-case basis by the Planning Commission based on the purposeful open space and community amenities provided in the project boundaries.

# OPEN SPACE

## Public Open Space & Amenities



Open Space is defined as areas designated as public domain by view or use. The public open spaces are a beneficial part of the Master Plan. Additions and extensions to the existing system of public open space should be proposed with each project. The open spaces, outside of the street right-of-way, may include but are not limited to:



- Riverwalk, including areas of bank stabilization and landscaping
- Walk and overlooks connected to the levee trail
- Connecting walkways to or between public trails
- Nodes and pocket parks along the paths, trails and streetscapes
- Playgrounds
- Public plazas, squares and linkages
- Public and semi-public landscaped areas

A view is a connection to a place, and can create higher value. Streetscapes, Plazas, Courtyards, and open spaces can also add value if well proportioned and embellished with landscape elements. All landscaping or in either front and back yards that contributes to the quality of public ways, views or walk-ways can be used in the open space requirement. This nonpublic open space can include garden walls, fences, decorative paving, lawns, ground covers, trees and shrubs, planters, mulched beds or approved sculpture or monumentation. Private patios would not be included in open space. The approving authorities may accept other privately funded features based on contribution to the public domain.

The massing of buildings should respect views and allow as many residents as possible to possess a partial view of the river, its twinkling bluffs, or city skyline. Common elements such as roof decks, can deliver better views offering connections to the units shielded by roofs or trees.

The development needs to provide 20% public open space. The Developer is responsible to identify, outline and total the open space that relates to each phase of development. The open space balance will be identified on the development plan within each project phase to achieve and maintain the 20% at the end of all projects. An open space variance can be granted in exchange for well-appointed landscape and hardscape features for public use as determined by the Planning Commission or Board of Adjustments.

## FLOOD ZONES

While the development has been planned to take advantage of the proximity to the Ohio River, residential and commercial structures must be in compliance with the City of Dayton, Kentucky Division of Water and FEMA guidelines and regulations. Any development below the base flood elevation is subject to permitting from the Kentucky Division of Water.

All residential living space including basements and supporting mechanicals within the Commons must be located a minimum of three (3) feet above the base flood elevation and require an Elevation Certificate. All other residential living space including basements and supporting mechanicals must be located a minimum of two (2) feet above the base flood elevation and may require a verification of the elevation.

All commercial space and supporting mechanicals must be located a minimum of two (2) feet above the base flood elevation. Garages and storage areas below the Base Flood Elevation require additional permitting from the Kentucky Division of Water.

All supporting mechanicals for pools must be must be located a minimum of two (2) feet above the base flood elevation.



# COMMUNITY FEATURES

## ENTRANCE

The entry points to Manhattan Harbour are critical to creating an impression of both the City of Dayton and Manhattan Harbour. The entries should entice a resident or visitor to experience an exciting, rich, colorful, and memorable destination. At the east entry, a signature monument of natural stone with metal accents, multi-layered landscaping and a decorative walk highlights the entry. Logos of the City of Dayton and the Manhattan Harbour are imbedded in the monument. Display flags and illumination further accent the entrance.

This theme established at this entry will be carried throughout Manhattan Harbour development including subentry entrance monuments and signage. Each subentry will draw its inspiration from the main entry feature and shall include repetition of the common elements including stone, bollards, logos, metal accents, accent pavers, and landscaping. Benches and/or Pocket Parks shall be included close to each subentry. Metal benches shall be located along the Boulevard at pertinent places to encourage river viewing.

## STREET AND SIDEWALK IMPROVEMENTS

The quality of a street should enhance not only the experience of using the street as a link between places, but should also serve to create another memorable public open space and a place for neighborhood interaction. Streets and pedestrian paths are open spaces as well as linkages. Conversely, what we usually recognize as open space, parks and squares, also act as linkages by connecting the street layout.

The proposed plan is organized around a series of different building types along Manhattan Boulevard with two pedestrian pathways that connect into the surrounding neighborhoods parks and marina. The street layout acknowledges the pattern of lot ownership, utility access, parking, lighting, parking access and entrance.

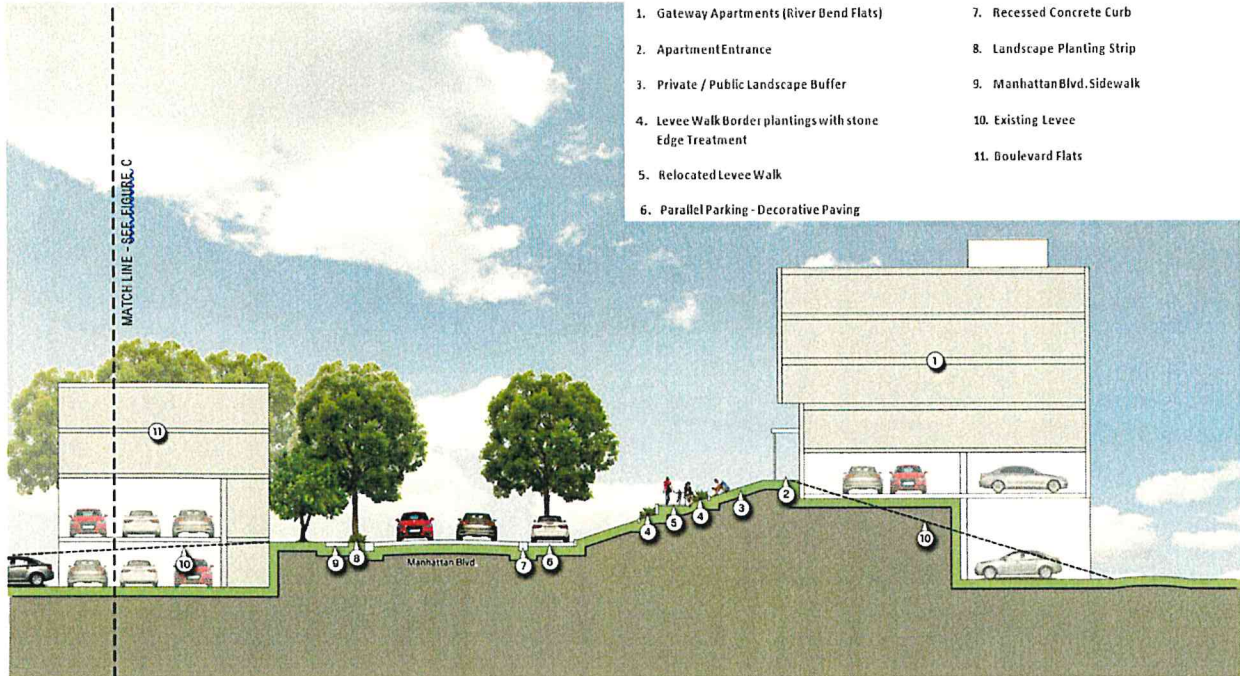
Manhattan Boulevard joins the existing street grid at O'Fallon and State Route 8 with a new entry planned at Berry Street. The Berry Street intersection is part of an improvement project for intermediate access. The street grid south of the levee will provide parking and entrance access from multiple directions, dividing existing street use equally.

The primary streetscapes shall also include the elements of the signature monument and accented with

- Wide Sidewalks on at least one side with connection paths at pertinent locations
- Abundant landscaping which encourages calm traffic
- On-street parking only on one side of street
- Streetlights may have a banner







All public streets and sidewalks must adhere to the City of Dayton specification's for public improvements.

All access, except Manhattan Boulevard are minor circulation streets. These streets differ from the other streets by a posted 15 mph speed limit and a 24-foot curb-to-curb dimension. Minor circulation drives are two-way with no parallel parking.

## RIVERFRONT COMMONS

Fostering a Vision of Northern Kentucky's Future – Riverfront Commons is an 11.5 mile walking/ biking path that runs along the Ohio River from the city of Ludlow on the west to the city of Ft. Thomas on the east. Ecosystem Restoration, Riverside Stabilization, Economic Development and Recreation are benefits from the development of this venue. Nodes (intersecting pathways) will provide connections to attractions in all of six Southbank cities. Once completed Riverfront Commons will make the south bank of the Ohio the most interesting walkway/bikeway in the mid-west. Riverfront Commons will seamlessly connect over the Purple People Bridge to trails in Cincinnati, to the Licking River Greenway in Northern Kentucky, and to Devou Park in Covington.

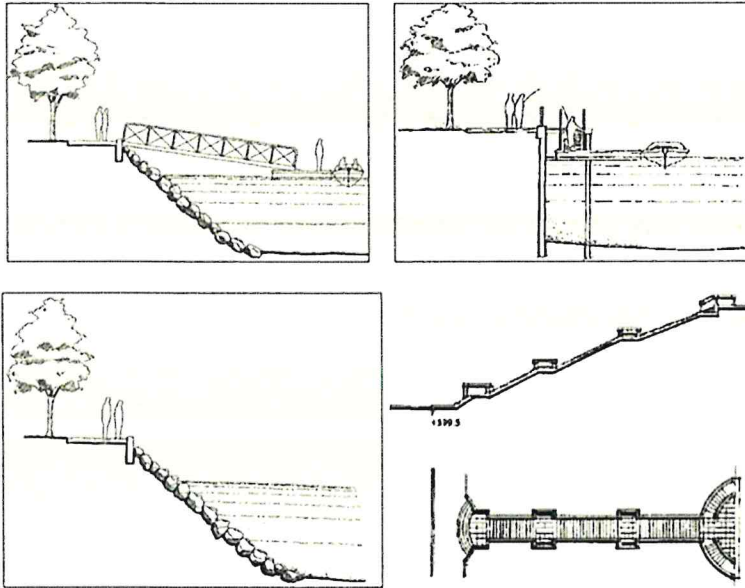
## RIVERWALK

The creation of an attractive Riverwalk is a key component of Manhattan Harbour, as envisioned in the Master Plan and a component of Riverfront Commons. The wide path will feature open park space at strategic points along the river, accommodating both walkers and bikers. It can also serve as a maintenance access point to lower level public facilities. Multiple points of access or nodes will provide easy linkage to the Dayton Street Grid, neighborhood, residential, business, entertainment and historic districts. These connectors also provide a visual link to the river and permit public access to the water.

New points of access along view corridors will be provided with steps and/or ramps from the street grid sidewalks over the top of the Levee then to the new Multiuse Walkway across Manhattan Boulevard and



to the new Riverwalk below. These informal terraced steps, ramps and landings shall be attractively designed to promote use, as well as to provide places for quiet contemplation with view connections to the river. The quality and character of each walkway shall offer safe and simple access to the two important trails.



The public domain and amenities within the Riverwalk shall include but need not be limited to

- Walkway connections with street and sidewalk features (benches, waste cans, landscaping)
- Nodes and pocket parks delineate linkages or points of interest
- Streetscape monumentation and identifying features
- Buffers and barriers, netting greater site lines and view corridors

## SIGNAGE

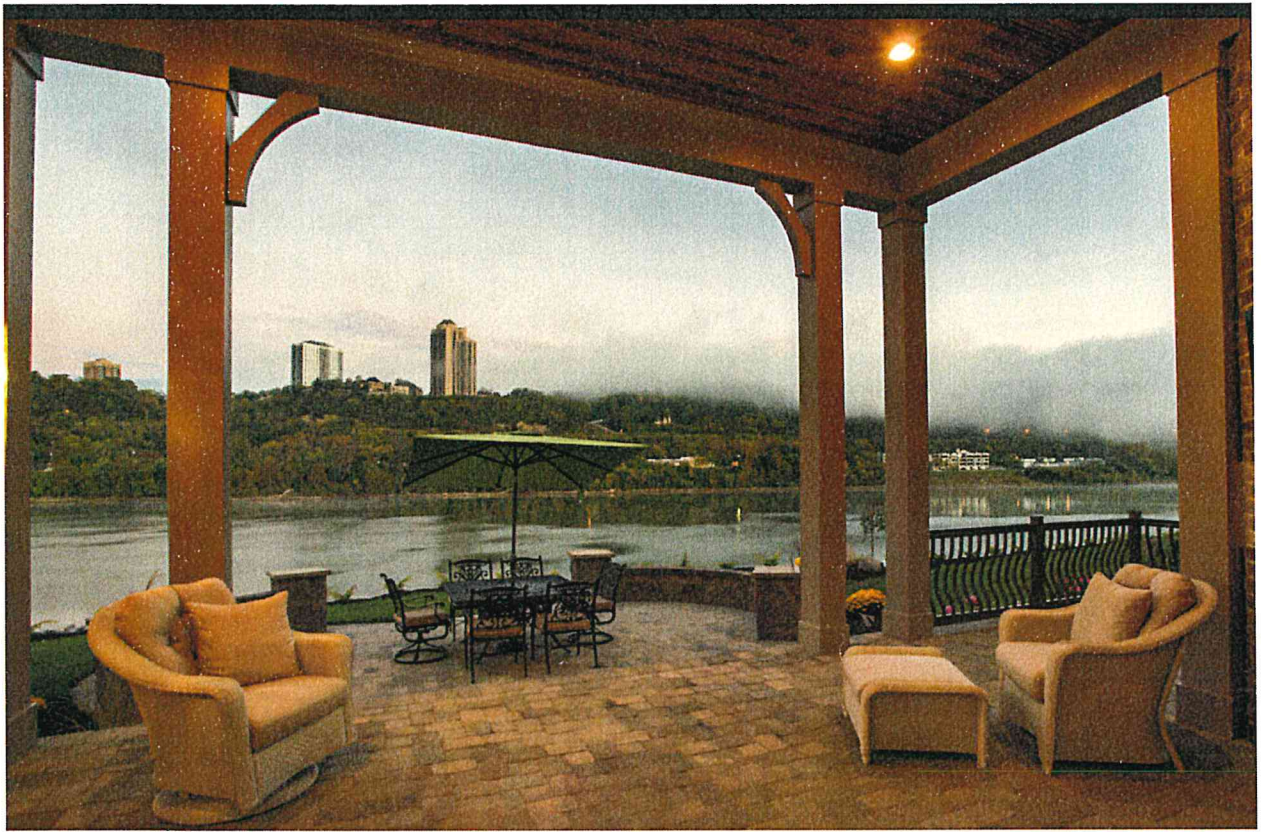
All signage shall comply with City of Dayton Zoning Ordinance. Exceptions have been granted in the Stage 1 development plan for entry and subentry monuments.

## LANDSCAPE

The Manhattan Harbour Community Theme is expressed in visual elements that articulate richness via material selections and design arrangement. The design shall reflect an excellent balance in achieving variety and unity simultaneously. One of the main ways of achieving unity across the multiple uses and buildings will be in the use of extensive landscaping including, ornamental grasses. Plantings are encouraged to be used as groundcovers, specimens, massing, screening, background and foreground for erosion control, and as vertical design.

Recreational and accent structures throughout the development shall be richly landscaped and tie back to the entrance feature by including at least two of the following complimentary features including stone, bollards, logos, metal accents, accent pavers, decorative fencing, and landscaping.

The river is a vital amenity to the City and the development. Each riverside development parcel is suggested to engage the river amenity visually and physically with landscaped connecting walks landings and ramps. To further encourage recreational use of the river as linkage, public small craft access points can be established at several access points along the River Walk.





# DEVELOPMENT DISTRICTS



The aim of the plan is to create the new neighborhood that grows generatively and sustainably, out of the existing neighborhood fabric. It is not intended to be a segregated “gated” community. The urban pattern of streets and blocks will need to connect to new streets, uses and building types. This act of looking outside of the boundaries of Manhattan Harbour will reinforce and repair the aged fabric of Dayton. The fabric and infrastructure of surrounding communities will then support the newly added fabric of Manhattan Harbour.

A flexible variety of uses, massing, density and building types will create more desirable lifestyles and workplace environments. The plans should favor flexibility with harmony rather than stark uniformity. A pattern of flexibility is responsive to changing market conditions and diverse market sectors, which is the pattern in which the traditional neighborhoods and main streets evolved. The success the most successful redevelopment and traditional models depends less on uniformity and generic regulation, and more on individual merit, and creative responses to unique and beneficial markets.

# THE COMMONS

The Commons features the gateway to Manhattan Harbor transitioning from signature mixed-use developments into exquisite single-family detached homes.

## The Commons Single-family Homes

The single-family detached homes are on lots of a minimum 60' wide with attractive views of the River and portions of the City of Cincinnati. Each single-family home will have its own 2-car courtyard garage and complete customization subject to the design guidelines contained within this pattern book.



## Signature Site

The Multi-family buildings at Manhattan Harbour will provide a critical mass of residences supporting a mixed-use development on the "Signature Site. This 3-acre site is ideally suited for a mixed-use commercial, retail or entertainment development because of its high visibility from both sides of the river and its location on axis with O'Fallon. This signature development will force a view corridor to the river from the Street curve flanked by a public plaza and hulled by residential and compatible hospitality uses. One or two floors of commercial space along the street should be planned to contain Manhattan Boulevard still allowing an inviting view of the river.



## Transitional Site

The Transitional Site includes Lots 2 through 15 of the Commons.

Lots 2, 3, 4, and 5 will support up to four (4) multi-family buildings oriented for river views, with three (3) stories above sidewalk level. The transition from multi-story, multi-family buildings begins at Lot 7 and continues through Lot 15. These buildings will systematically reduce in size from four-family structures to two-family





buildings. The two-family structures shall be of similar size, height and character as the single-family homes.

The multi-family structures shall have a combination of at grade and lower level off-street garage parking at a minimum ratio of one spot per unit. Four-family and two-family units will also have garage parking at an average ratio of 1.25 per unit. Additional guest parking of at least one space per 6 units will be accommodated.

## Gateway Site

The Gateway Site is proposed as a row of varied mid-rise townhouses and apartments over congregate garage parking, built along the edges of the Levee to define the street wall and to maintain views. View corridors identified in this pattern book and master plan will be presented with each adjacent parcel to be developed. Access to below grade parking should be dispersed throughout Dayton's street grid, and from Manhattan Boulevard.



## THE LOOKOUT SINGLE-FAMILY HOMES

The Lookout features single-family detached homes on lots 40' wide. With a variety of floors plans and builder options, each home can be customized subject to the design guidelines contained within this pattern book.

## THE LOOKOUT MULTI-FAMILY HOMES

The Lookout also features multi-family homes. These units beginning at lot 4 and continuing through lot 21 will consist of up to up to 8 multi-family structures. The typical structures will range from two-family units up to 16-units multi-family structures. The units will consist of 2 or 3 bedroom units. At least one accessible unit is planned within each structure containing four or more units. Each 10-unit to 16-unit structure will feature an internal courtyard and/or street level garages including applicable accessible spaces.



# THE BEND AND THE VISTAS

The Bend, also referred to as the Narrows, will consist of mid-rise multi-family buildings and associated commercial uses. The site will be designed to offer prominent view up and down the river. Parking may be located at street level or within the structures. Buildings will feature a blend of contemporary and traditional building materials, generous glazing and outdoor balconies. Each building will have minimum off-street parking requirements of 1.25 spaces per unit.





# RESIDENTIAL DESIGN GUIDELINES

Manhattan Harbour is the idea of a “River City” made up a variety of single and multi-family housing choices. The unique mass of development potential offering an urban, yet small town lifestyle is a rare combination. Small town “Main Streets” flank the development with all the necessary services and entertainment venues close by.

The idea of something for everyone, suggests that there should be a rich mixture of housing types, and styles. The following guidelines have been established to set and maintain a high level of aesthetics within the development and to enhance the residents' quality of life. Nothing shall be constructed that minimizes or negatively affects the views and indoor or outdoor enjoyment of another resident.

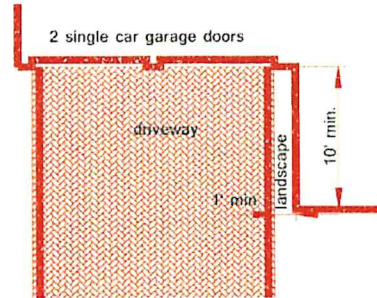
## SINGLE – FAMILY ARCHITECTURE

The following shall apply to every structure on the single-family lots:

1. The architectural style for all the single-family homes shall be transitional.
  - front windows shall be gridded within the Commons
  - at least one element of the front elevation shall contain a curve or an arch within the footprint or elevation
  - design shall be timeless and clean (clean meaning not too much ornament, over the top details)
  - front doors must be recessed into the structure and be covered
  - a minimum of 75% of each exterior front and side elevations shall be masonry
  - paint colors shall be selected from the National Trust for Historic Preservation series or equivalent.
  - minimum roof pitch shall be 7/12 within the Commons
2. Minimum area - A minimum of 2300 sq. ft. of living area for a ranch style home and 2800 sq. ft. living area for a 2 story home.
3. Setback - The minimum front yard setback shall be approximately 10' for the Lookout, and 10-20' for the Commons.



4. Layout - To minimize the impact of the garage, if a home has a front entry garage; it shall step back a minimum of 10' from the front elevation, and there shall be a planting strip of at least 12" between the drive and the side elevation. Side entry/ auto courts are encouraged. A maximum of 3.5 car garages are permitted if laid out in an auto court style, 2 car if front entry.



5. Views - No structure or planting shall be installed, or erected that obscures neighboring views of the river. Any plant or structure with a 100-degree view shed facing the river shall be less than four (4) feet high above the finished floor elevation and have a minimum of 50% opacity.

6. Porches and Outdoor Living Areas – Rear yard outdoor living areas are encouraged and shall be constructed to maximize views of the river. As the lots are narrow, natural visual/noise screening may be incorporated to preserve the privacy for each residence.



7. Front Exterior Materials - Well-planned and aesthetically pleasing variation shall be incorporated into each residence. A minimum of 75% of each exterior front and side elevations shall be masonry with the balance being wood siding and trim. Masonry materials shall be brick or natural stone. The siding shall be wood or fiber cement boards. Stucco and synthetic stucco finishes shall be an acceptable substitution for the wood siding. No vinyl siding is permitted.

8. (omitted)

9. Rear Exterior Materials- Well planned and aesthetically pleasing variation shall be incorporated into the back elevation. It should be treated with care and attention to detail. It shall have character and style as it is viewed from the river. As the views are a critical element for the indoor living experience, up to 90% of the exterior elevation can be windows without grids. The remaining shall be masonry with wood trim or wood finish.



10. Exterior Doors and Windows - Exterior doors at the front and rear facades shall be architectural and incorporate either glazing or appear as multi-panel or board and batten units. Solid flush doors shall not be permitted. Windows shall have interior and exterior grids for simulated divided lights.



11. Garage Doors - Garage door shall be carriage or architectural style.

12. Exterior Colors - Paint Colors shall be selected from the National Trust for Historic Preservation series.

13. Roofs – Within the commons, the minimum roof pitch shall be 7:12, unless structurally dictated, no flat roofs are permitted on front elevations. Within the lookout, the minimum roof pitch shall be ¼" per foot for a membrane roof systems and a minimum of 3:12 for a shingle roof. Within the Lookout, no flat roofs



are permitted on front elevations. Roofing materials shall be wood shake, slate, or synthetic variations of each. At a minimum, asphalt shingles equal to an architectural style such as "CertainTeed Grand Manor" will be acceptable. Every home shall have a copper roof element. See pictures for examples.



14. Chimneys - Chimneys shall be incorporated where possible and shall be designed to complement the exterior elevations, such as clad in masonry.

15. Condensing Units and Exterior Utilities - HVAC, electric meters, and other utility equipment shall be located within the side yard setbacks and natural visual screening and noise barriers shall be incorporated to preserve the privacy for each residence.



16. Entry Feature - All curb cuts to the single-family homes shall have an entrance address feature.

17. Driveways - Decorative pavers, stamped concrete, colored concrete, cobblestone, decorative tar and chip, shall be used for all driveways and sidewalks visible from the street. Combinations of these materials are acceptable and the use of one material to emulate another should be avoided (i.e. stamped concrete paver pattern). Public sidewalks and aprons shall match City of Dayton street standards.



18. Landscaping - A landscape plan for the entire home shall be designed and submitted to the MHARC for review.

Plan shall include:

- 1 Lacebark Elm 3" between curb and sidewalk
- 1 additional tree either: 2.5" shade tree, 8-10' clump ornamental, 2.5" ornamental, 7'-8' evergreen tree
- Landscape shall compliment and highlight the architectural features of the home. Design will be reviewed by a landscape architect for quality design and good horticulture selections
- Irrigation of turf in front yard is required
- A minimum of 12 perennials shall be planted around the drive entrance feature. And a woody backdrop is encouraged but not required
- All front foundations shall have some landscape bedding material
- Sodding of front yards is required



- Any utility boxes shall be landscaped
19. Low Voltage - Lighting of the home is required, highlighting the homes architecture. Lights shall not glare onto a neighbor's property, provide shielding. No pole mounted security lighting is allowed without MHARC approval.
  20. Accessory Structures - Accessory structures shall be limited to pool houses, covered entertainment areas, and pergolas. Structures for the sole purpose of storage shall not be permitted.
  21. Antennas and Satellite Dishes - Antennas and satellite dishes shall not exceed 24" in diameter and must be located on the rear of the home on a rooftop, not visible from the front of the home. No apparatus freestanding antennae or satellite dish shall be constructed or used on any lot.
  22. Basketball hoops - Basketball hoops only transparent hoops are allowed, prior approval required. No portable units permitted. Swing structures, Trampolines, playground toys or other similar structure are not permitted without prior approval of the MHARC.
  23. Driveway Entrance Gates - Driveway entrance gates are not permitted without prior approval of the MHARC.
  24. Rear Fences - Ornamental aluminum and wrought iron fences are allowed. 4' maximum height. Garden walls constructed to match the home will be considered if compatible with the home. Gain approval of the MHARC.
  25. Front Fences - Front fences are allowed if they match and tie into the entrance feature fencing at each drive entrance. They shall not obstruct any neighbors view and shall be at least 1' behind the sidewalk.
  26. Mailboxes - Shall be incorporated into a structure at the entrance in a structure, pending USPS approval.

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*Due to the proximity of the river, the lowest floor and supporting mechanicals of each residential home shall be a minimum of three (3) feet above the base flood elevation.*

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\*\* See Appendix A for a variance granted to the Lookout.





James Read &  
Associates

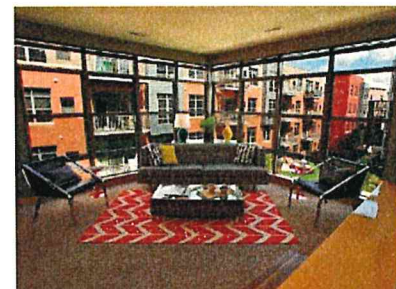
PLACE Workshop

## MULTI – FAMILY ARCHITECTURE

1. Height Limits - Height limits go up to twelve (12) stories by Master Plan. Building Height should decrease as it falls to the river to maximize views to as many residents as possible. The levee helps by creating a terracing effect. The opposite effect would be to shadow the levee development from river views.
2. Setbacks - Setbacks of First floor residential from the right-of-way is 20' minimum, commercial storefronts or parking garages along the boulevard is 7' minimum from back of sidewalk. This is where sidewalk tables, benches or temporary merchandising is effective.

First Floor Parking can be fenestrated for future retail if there is ample parking available. Entrances, or common functions for the multifamily units are also a good method of attractively capping the front of a parking garage on the right-of-way.

Townhouses or side-by-side row houses can have zero setbacks. Multifamily buildings above three (3) stories, should have 5' minimum and as provided by appropriate code required fire separations by building type and construction.



<b>Building Type</b>	<b>Minimum Setback</b>		
Townhomes	Front - 20'	Side - 0'	Rear - 20'
Rowhouses	Front - 20'	Side - 0'	Rear - 20'
Multifamily 3-12 story	Front - 20'	Side - 5'	Rear - 20'
Commercial	Front - 7'	Side - 5'	Rear - 7'
Parking garage	Front - 7'	Side - 5'	Rear - 7'

3. Building Lighting - Careful Planning should be done to avoid nuisance, or stray lighting, but pools of light are needed to provide safety and security to pedestrians. Cutoff and shielded fixtures are recommended in most cases.

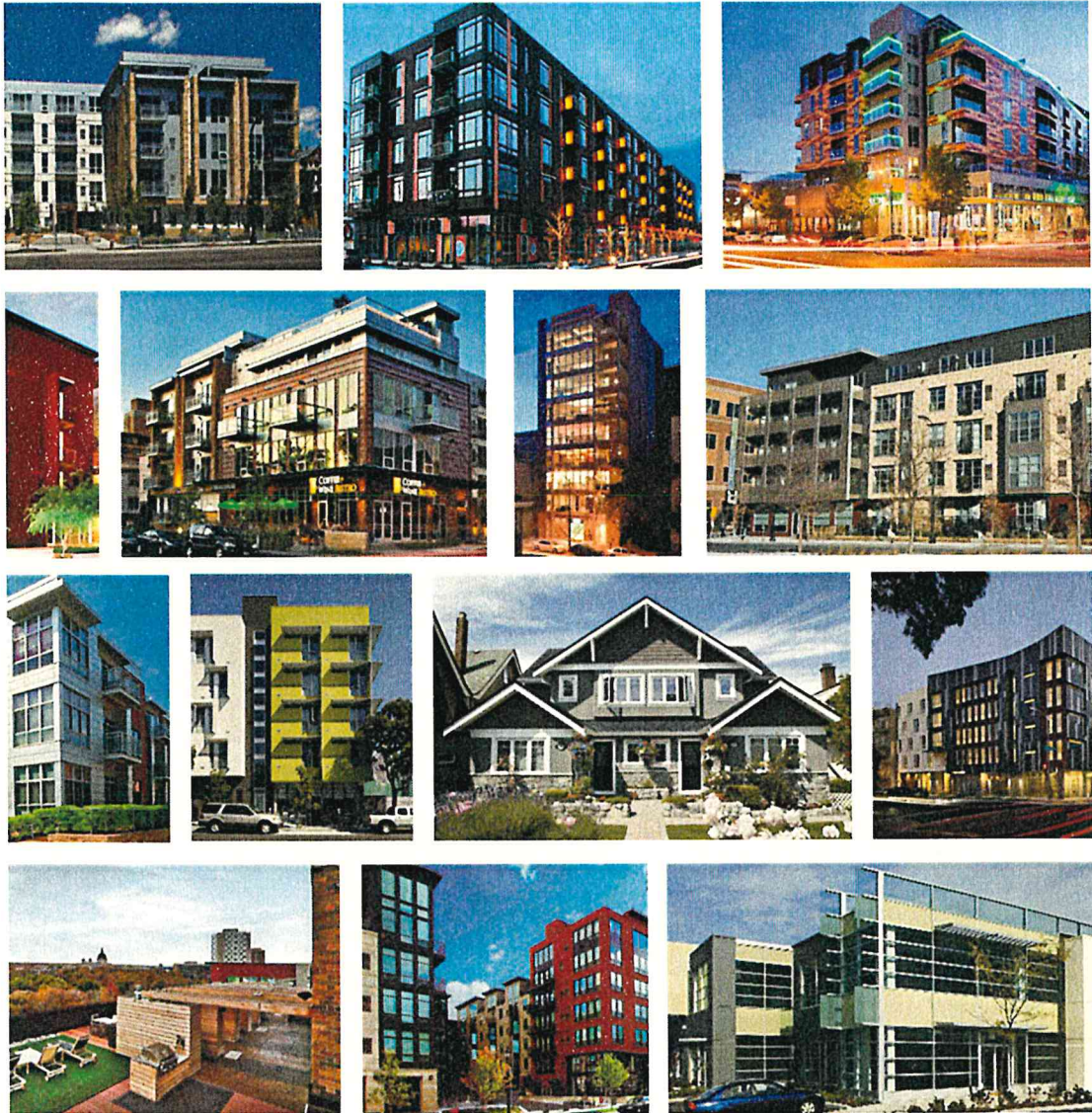
It may be an advantage to highlight architectural features if they are of landmark quality. Too much building lighting can be distracting for residents, so times of operation need to be considered. New techniques of adding interest to signs and architectural features and patterns by use of backlit panels or roof edges can be considered to add vitality to an urban setting, and should be encouraged. The City of Dayton requires a lighting plan/design to be included to each site plan submittal.

4. Multifamily Building Design Examples - The building types should vary as the existing fabric, offering Apartment/Condo flats, Townhouses, and Row houses, of quality and value consistent of the new urban enclaves dotting the south bank communities, and Cincinnati's riverfront.

5. Building Materials –

- Glass & Metal Window walls or Storefronts
- Brick and Stone accents on the lower levels
- Form cast concrete with color and texture
- Decorative Cement, or Modified Plaster panels
- Durable treated & finished wood or ceramic planks
- Mesh or unique fabric structures, displayed in tensile support structures
- Materials to avoid would be vinyl or unstained Pressure treated softwood, on primary façade





6. Parking - Parking pads and garage entrances should be set back or hidden from direct view of pass by views from the street and sidewalk. A side entrance of a garage door can be more visible from the public way than a front facing door that is set back and detailed well. There needs to be a best effort to transform garage doors into positive elements of the facade.
- Commercial Parking - For commercial development, a parking ratio of 3 cars per 1,000 square feet of development is recommended. Consequently, a parking structure in the center of site to support a high density of mixed uses is proposed. This site has sufficient area and depth for two levels of parking below the sidewalks on Manhattan Boulevard. The 3 acre "Signature Site" can sustain the mixed uses as proposed in the Master Plan and Developers Agreement for Manhattan Harbour.
  - Multifamily Parking - Within the multifamily areas at least one enclosed parking stall shall be provided per unit with an average of 1.25 parking stalls per unit within each subarea.

This accounts for single occupants or couples with one or less cars and the presence of Public Transportation or Shuttle service to Cincinnati.

- Guest parking - Guest parking off street shall be maintained at one stall per six units. On-street parking shall allow three parking spaces for every 100 feet along Manhattan Boulevard as a minimum.
7. Driveways and curb cuts - Driveways and curb cuts off of Manhattan Boulevard for multifamily should be limited to a maximum of 1 curb cut per building up to four units, and two curb cuts for buildings over four units. Townhouses can have one curb cut each, but should provide technique to transform the Garage door into a positive element of the facade. Primary emphasis is to be on the entrance. Within the Signature, Transitional and Commons areas, the first 20 feet of all driveways should consist of pavers, stone, or stamped, patterned or stained & textured concrete behind the sidewalk. Within the Lookout, Bend and Vista subareas, decorative pavers, stamped concrete, colored concrete, or cobblestone runners of a minimum of 16 inches wide on each side are required for the first 20 feet of all driveways.
  8. Landscaping - A landscape plan for the each phase shall be designed and submitted to the MHARC for review. Landscape shall compliment and highlight the architectural features each structure. All front foundations shall have some landscape bedding material. Sodding of front yards is required.



# ARCHITECTURAL REVIEW COMMITTEE

The Manhattan Harbour Architectural Review Committee (MHARC) must approve all residential construction in advance. The MHARC has assisted with the preparation of this guide prepared for you to assist the builder, architect, and homeowner to construct a new residence and to make any additions to the residence.

The MHARC design review will review, respond, and may suggest revisions addressing proposed design for creative and aesthetic conformity within the context of the overall community theme promoting the compatibility with the architectural guidelines as stated within this booklet.

## MHARC AUTHORITY

The Manhattan Harbour Architectural Review Committee will consist of five (5) members: two (2) members appointed by the city; one (1) representative from the Master Developer; and one (1) representative from the Sub-Developer proposing the development. The committee will elect an Architect that is experienced with Multifamily or Single-family Design as the fifth (5th) member. The four (4) member will elect the experienced Architect, which may become a position funded by an application fee.

Prior to submitting any plans for construction permit, the applicant must have written approval from the MHARC.

The MHARC works above the Master Home Owners Association for Manhattan Harbour. At the completion of the last residential lot in the development, the MHARC will be decommissioned and the Home Owners' Association (HOA) will serve this purpose.

## DESIGN REVIEW

To expedite review, the MHARC encourages preliminary and final submittals for all applicants prior to the submission of applications for construction to the building department. All submittals must be at a legible scale. Each applicant must provide:

- (optional) Three (3) sets of preliminary plans including:
  - Site Plan: Building location and layout on site
  - Proposed hardscape elements including pools, patios, decks, driveway, fences, accessory structures, walls, features, exterior living elements, and walks.
  - Front and Rear elevations: proposed materials and colors.
  
- Three (3) sets of final building plans including
  - Site Plan: Building location, layout on site, finish grades, utility locations and elevations.
  - Proposed hardscape elements including pools, patios, decks, driveway, fences, accessory structures, walls, features, exterior living elements, and walks. Include specified finish

materials. If walls or fences are included, provide sufficient detail via pictures or drawings expressing the character intended.

- Floor plans
- All Building finish materials and colors, and typical detailing of windows, eaves, and transitional corners.
- Landscape Plan clearly depicting all plant locations, plant botanical and common name, plant sizes and quantities, mulch's, and hardscape elements and their finishes.

## DESIGN VARIANCE

The Manhattan Harbour Architectural Review Committee (MHARC) has the right to approve design variances. Designs that do not comply with these guidelines may be presented to the MHARC with a letter from the architect presenting the logic / reason for non-compliance, such as but not limited to an onsite hardship or unique creative design concept. If the MHARC or HOA unanimously agreed, the variance will be approved.

The MHARC cannot grant a variance based upon density or use within the development.



# ACKNOWLEDGEMENTS

We would like to acknowledge the notable agencies who contributed to the development of the theme for Manhattan Harbour

*City of Dayton*

*Campbell County Planning & Zoning Department*

*DCI Properties, LLC*

*The Nelson Stark Company*

*Gayle A Frazer & Associates*

*Cardinal Engineering, Inc.*

*James Read & Associates*

*PLACE Workshop*

# APPENDIX A – VARIANCE

## LOOKOUT

On June 22, 2017, the Manhattan Harbour Architectural Review Committee (MHARC) unanimously approved the following variances from the *Pattern Book* for single-family home development on the 40-foot width lots referenced as the *Lookout* on Manhattan Boulevard.

- Minimum Area – Each home shall have a minimum living area of 1,400 sq. ft. on the first floor or 2,100 sq. ft. total. No more than thirty (30) percent of the homes within the Lookout shall have a single-story front elevation.
- Front, Side and Rear Exteriors – The front and side exterior elevations shall be comprised of a minimum of seventy-five (75) percent masonry. Rear elevations shall be seventy-five (75) percent windows or masonry excluding recessed decks or porches. The following materials are permitted as siding and trim: wood, fiber cement board, stucco, or synthetic stucco. No vinyl siding is permitted. Front elevations shall have a decorative metal feature or copper roof element.
- Exterior Windows – Front windows shall have a decorative element but need not be gridded.
- Roofs – Roofing materials may include three-dimensional asphalt shingles of a weathered wood color. Front elevations shall have a decorative metal feature or copper roof element.
- Driveways – Decorative pavers, stamped concrete, colored concrete, or cobblestone runners of a minimum of 16 inches wide on each side are required for all driveways.
- Landscaping – Only one Lacebark Elm 3" tree is required. A minimum of six (6) perennials within the Lookout shall be planted around the drive entrance feature.

All other residential lots including those within the Commons shall remain unchanged.