



To: Members of Dublin City Council
From: Marsha I. Grigsby, City Manager 
Date: August 22, 2013
Initiated By: Terry Foegler, Director of Strategic Initiatives/Special projects
Re: Bridge Street District – Scioto River Corridor Framework Plan

Background

In the Autumn of 2012, Dublin City Council determined that the Scioto River Corridor portion of the Bridge Street District should be the initial focus area for advancement of the City's Bridge Street District implementation planning. This determination was based in large part upon;

- This area's adjacency to the current city historic core;
- The desire to better capitalize upon the underutilized river assets;
- The availability of highly visible development and redevelopment sites;
- The previous identification of several key public improvement projects in this corridor; and
- The transformational qualities of this area.

City Council authorized moving forward with an effort to advance a Framework planning effort to help better understand and depict the nature and character of both the proposed public and private improvements within this corridor.

In November 2012, MKSK Studios led an interdisciplinary team tasked with studying the engineering design considerations and formulating the urban design principles for potential public improvements at the heart of the Bridge Street District, as well as areas in and around the Historic District and the adjacent areas immediately east of the Scioto River.

At a Joint Work Session of City Council and the Planning and Zoning Commission on January 17, 2013, the consultant team presented initial concepts for an urban design framework that identified and further defined key public projects within the Scioto River Corridor, including the relocation of Riverside Drive, a new riverside park, and locations for a pedestrian bridge connecting Historic Dublin to the east side of the Scioto River. These public investments were intended to act as a catalyst for appropriate types of private investment in new development projects on both sides of the Scioto River, adding to the vibrancy, vitality, and walkability of Dublin's civic center.

At the second Joint Work Session on March 4, 2013, the consultant team presented refined concepts for the park, relocated roadway, and an iconic pedestrian bridge, as well as depictions of the urban design character of new private development projects. At that meeting, City Council expressed widespread support for the concepts presented and a sense of urgency for moving forward.

Scioto River Corridor Framework Plan

MKSK has submitted a Framework Plan document intended to memorialize these planning efforts, with descriptions of the catalytic public improvements previously discussed with City Council and the Planning and Zoning Commission. The Plan is intended to communicate the critical physical considerations associated with each project to help generate interest in appropriate types of private investment that align with the vision for Dublin’s civic core. Further, the goal of the Framework Plan is to set the foundation for the built environment for future generations, and establish a vision that is consistent with the transformational potential of these opportunities.

An initial draft was provided to City Council members for the July 1, 2013 meeting, with a revised draft report provided as an attachment to this memo.

Adoption Process

Following favorable direction from City Council, staff will present the Bridge Street District Scioto River Corridor Framework Plan document for adoption by Resolution at the September 9, 2013 City Council meeting.

The adopted Framework Plan will then serve as the broad framework for public and private development projects in the Bridge Street District Scioto River Corridor. The Plan will provide urban design guidance to help ensure that development in this critical area is appropriately aligned with the community’s vision for Dublin’s civic core.

Recommendation

Staff is seeking feedback on the draft Bridge Street District Scioto River Corridor Framework Plan, and proposing adoption by Resolution at the September 9, 2013 City Council meeting.



BRIDGE STREET DISTRICT
Scioto River Corridor Framework Plan



City of Dublin

DRAFT | August 22, 2013

ACKNOWLEDGEMENTS

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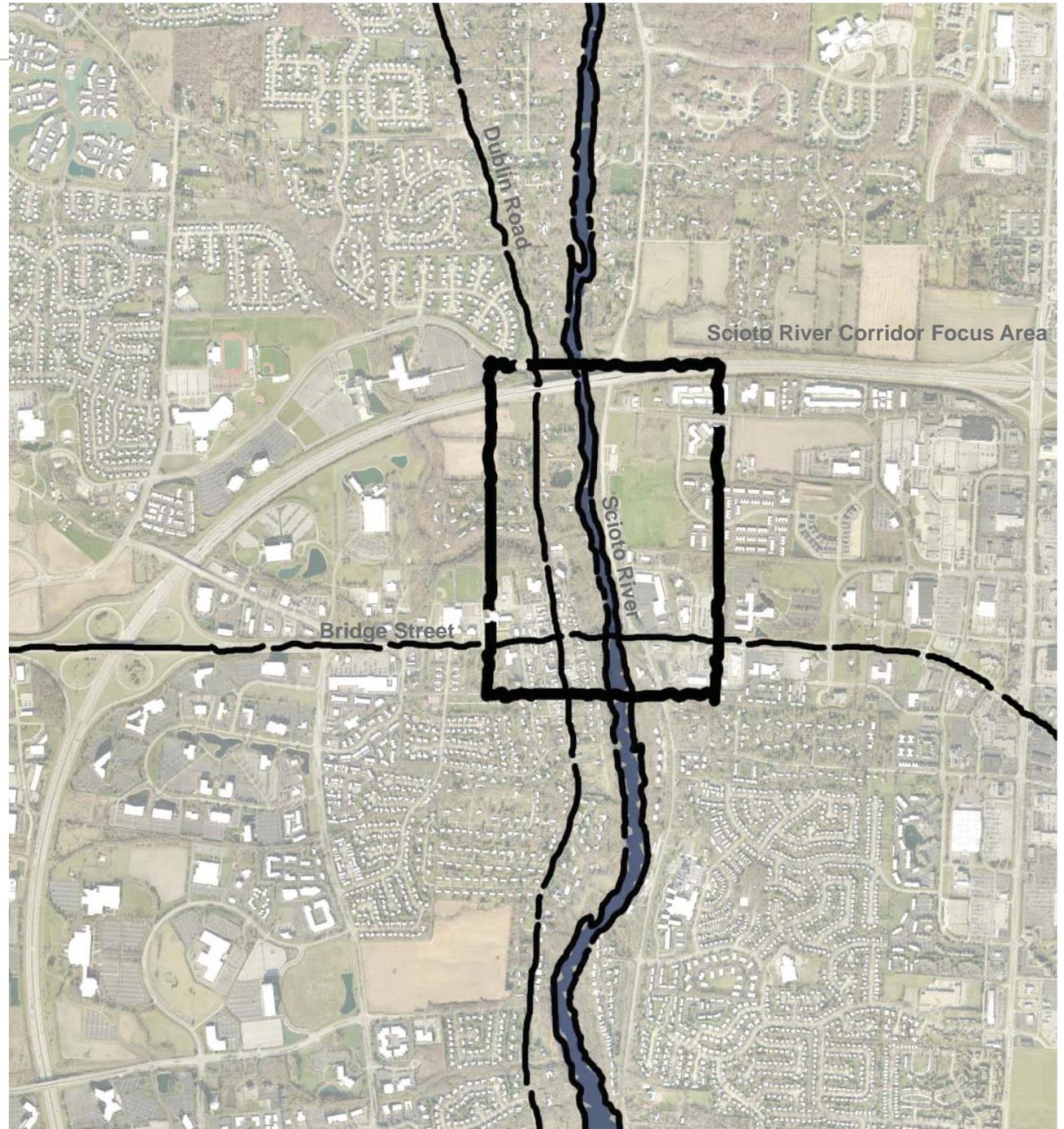
INTRODUCTION

The Bridge Street District Scioto River Corridor Framework Plan develops the urban design principles for an authentic, urban, mixed-use district in the heart of the city of Dublin. This plan builds on the Bridge Street District planning which began in 2009 and included a transformative vision plan for the 1,100 acre district and a development code to guide future private improvements.

Through several years of strategic planning and community input, the Scioto River and surrounding Historic District were identified as an initial focal area for public investment within the Bridge Street District. This area, known as the Scioto River Corridor, provides distinct advantages for the focus of initial implementation efforts. Several key advantages include:

- Historic Dublin and the Scioto River are enduring and timeless community assets that comprise the nucleus of community identity and represent the civic core of the city.
- The Scioto River is an untapped scenic and recreational amenity with tremendous potential to draw tourists, visitors, and residents to the civic core.
- The existing and proposed river crossings provide critical linkages to unlock the development potential of the eastern sector of the Bridge Street District.

The city's focus on the river corridor complements significant interest and activity from private developers who see long term value in the development of an expanded civic core at the heart of Dublin.



BRIDGE STREET STUDY AREA WITHIN THE GREATER DUBLIN CONTEXT

This Framework Plan advances recommendations for the growth and development of Dublin's civic core. The goal of the Framework Plan is to bring public works and private investment into alignment with a vision that will set the foundation for the built environment for future generations. With input from leading landscape architects, planners, architects, and engineers, and in collaboration with active private development teams, the Framework Plan is a tool to guide the transition from planning concepts to the preliminary phase of design and engineering.

Framework Plan Strategies

- Guide the design, development, and prioritization of key public infrastructure projects within the Scioto River Corridor.
- Create an urban design framework to guide, inform, inspire, and help leverage key private development opportunities.
- Identify and develop strategic relationships for public-private collaboration and partnership.



STUDY AREA FOR THE BRIDGE STREET DISTRICT SCIOTO RIVER CORRIDOR FRAMEWORK PLAN

EAST SIDE FRAMEWORK

The area immediately east of the Scioto River and along Bridge Street is integral for the successful connection of Historic Dublin to future growth and development to the east. This zone is poised to become Dublin's 21st century portion of a dynamic city core – a dense, walkable, mixed-use district that complements and connects Historic Dublin with the Scioto River to expand and enhance the future civic core of the city.



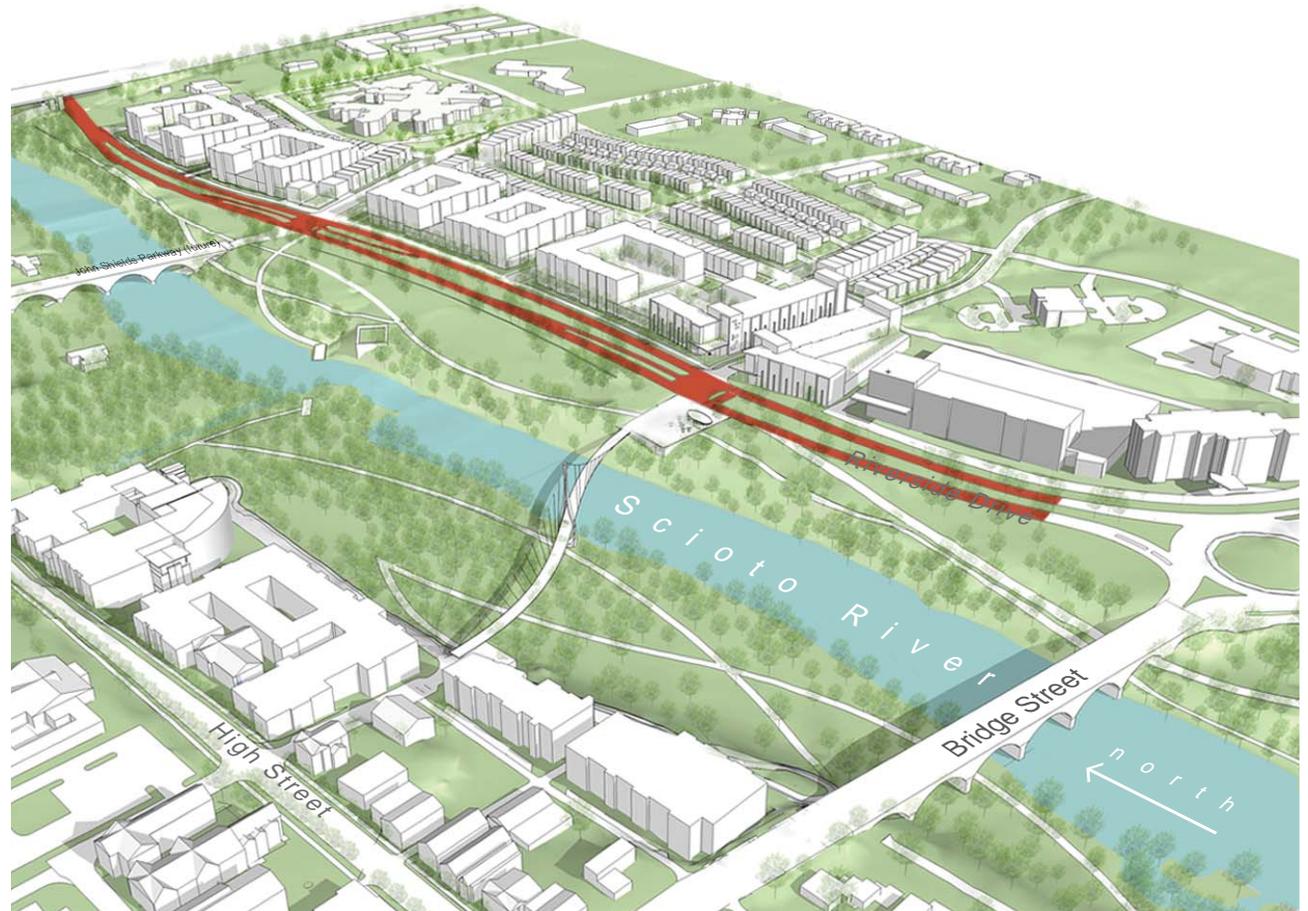
SITE DESIGN SKETCH OF EAST SIDE DEVELOPMENT

RIVERSIDE DRIVE

The realignment and redesign of Riverside Drive between I-270 and Bridge Street allows for the creation of a new riverside park on the east side of the Scioto River, and creates a signature parkway as the threshold to eastern redevelopment.

Framework Considerations

- The realignment of Riverside Drive must address engineering requirements for safe and effective traffic flow while responding to the design intent of the proposed riverside park and walkable development blocks.
- Innovative at-grade crossing treatments and traffic calming measures will be critical to ensuring safe movement of pedestrians from the park and pedestrian bridge across the high-volume roadway to east side development.
- The division of travel lanes and the sensitive placement of the roadway within existing grades will provide the opportunity to minimize the perception of pavement widths and seamlessly integrate the roadway into the surrounding park environment.
- The height, density, setback, and architectural detail of future buildings along the east side of Riverside Drive are critical considerations in the creation of an urban architectural edge for the roadway and park.
- The character of Riverside Drive is envisioned as a parkway; a road within a park. The creation of a broad median of varying width, travel lanes with vertical separation, and continuity of landscape treatment are primary design considerations.



REALIGNMENT OF RIVERSIDE DRIVE ALLOWS FOR THE CREATION OF A NEW RIVERSIDE PARK

ROUNDBABOUT

The intersection of Bridge Street and Riverside Drive is vital to Historic Dublin and the development of the eastern portion of the Bridge Street District. To accommodate traffic growth, regional travel patterns and safety concerns, the intersection will be converted from a signalized intersection to a multi-lane roundabout.



Framework Considerations

- Roundabout design will provide all turning movements, eliminating the previously prohibited left turn.
- Low speeds in the roundabout will provide a traffic calming measure for traffic entering the district.
- The landscape treatment and general character of the roundabout should embrace the scale and qualities of the river corridor and adjacent riverside park design.
- The southbound bypass lane will be preserved and reduced in width from two lanes to one lane. Eliminating a travel lane allows pedestrian and bicycle facilities to be accommodated in the bypass. This provides the opportunity to link the new riverside park to neighborhoods and river corridor amenities to the south.
- The private development adjacent to the roundabout should match the general qualities and scale of the proposed Riverside Drive development. This architectural edge creates the opportunity to mark and highlight the entrance to the civic core.



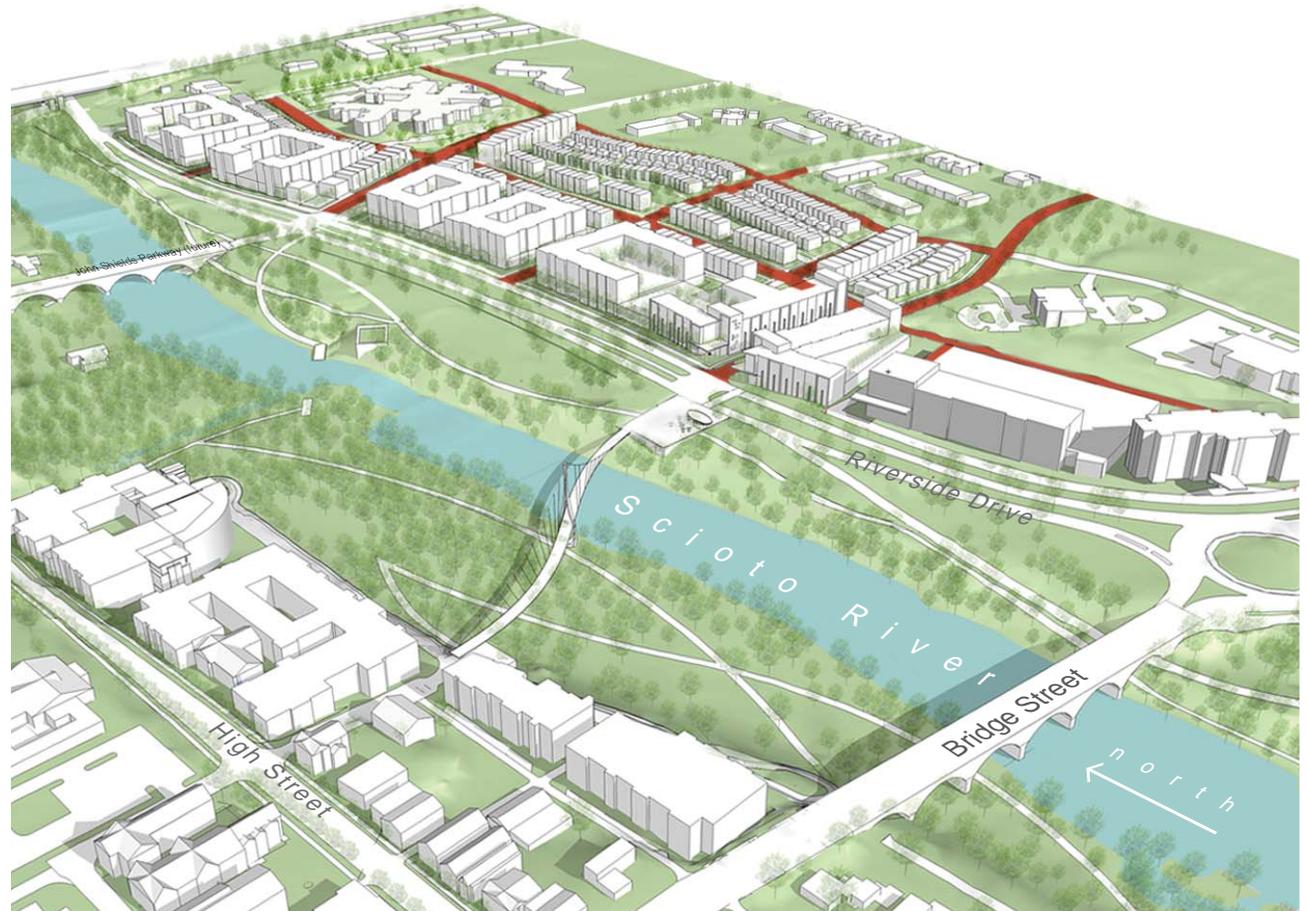
NEW ROUNDABOUT AT RIVERSIDE DRIVE AND BRIDGE STREET

EAST SIDE NEIGHBORHOOD STREETS

The emerging east side neighborhoods will require a collaborative, public-private design process to develop a public roadway network that best serves the needs of the developing neighborhood while connecting vehicles, bicycles, and pedestrians to the larger district.

Framework Considerations

- The proposed street network, developed by the City through the development code process and with input from stakeholders, will be refined, in collaboration with potential private developers, to create feasible, developable, marketable sites consistent with the planning principles of the district and applicable zoning regulations.
- The streets will provide on-street parking and pedestrian friendly streetscapes that will define and add character to the emerging neighborhoods.
- The network will fit within the district roadway system to provide increased connectivity and access.
- The change in grade descending west to the river presents challenges for traditional surface parking, but creates opportunities for economical and accessible structured parking solutions as part of the higher density development plans envisioned for the area.
- The potential for high volumes of pedestrian traffic and the location of Dale Drive and John Shields Parkway relative to the park and pedestrian bridge make these intersections at Riverside Drive critical pedestrian linkages. The intersection design, signalization, pavement type, and transition into the park are significant components for further study.



NEW AND ENHANCED STREET NETWORK ON THE EAST SIDE OF THE SCIOTO RIVER

JOHN SHIELDS PARKWAY BRIDGE

A future vehicular bridge is envisioned between the I-270 and Bridge Street bridges, approximately at the location of the new John Shields Parkway intersection with Riverside Drive. This future bridge will link destinations east and west of the Scioto River in order to facilitate local travel within the Bridge Street District.



Framework Considerations

- Bridge architecture should be developed within the larger vision of the pedestrian bridge, park, and river corridor district improvements.
- Bridge alignment and western landing location are conceptual and require significant study of grade and geography relative to Dublin Road and future street connections to the west.
- In addition to a new vehicular connection, the future bridge will provide additional pedestrian and bicycle connectivity across the river.



THE PROPOSED JOHN SHIELDS PARKWAY VEHICULAR BRIDGE

EAST SIDE PRIVATE DEVELOPMENT POTENTIAL

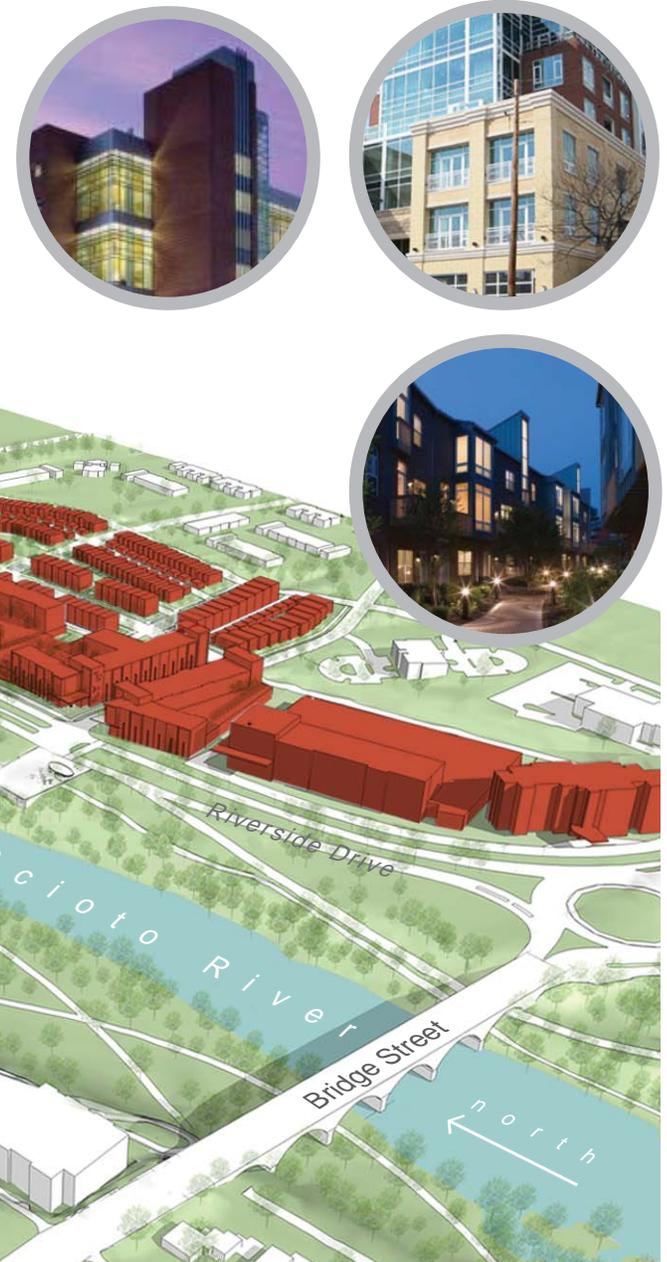
Immediately east of the Scioto River, approximately forty acres of underperforming real estate has been assembled and is under study for private redevelopment. Timing and market conditions will influence the final mix of land uses and will require the need for flexibility within the urban design framework, but the following considerations should guide planning decisions within any development scenario.

Framework Considerations

- The development fronting Riverside Drive is envisioned as a mix of uses with transparent and active ground floor uses and office or residential immediately above overlooking the river corridor (with structured parking behind and below). The height should be variable but sufficient to create a strong urban edge (3-6 stories). The massing should include a mix of setbacks, projections, and perforations within the streetwall to avoid monolithic facades.
- The interior neighborhoods should include a mix of densities, housing types, green spaces, and streetscapes to create smaller districts within the larger development. This scale is more comfortable for residents, more marketable for developers, and a more authentic approach to large-scale development plans.
- The former Bridge Pointe commercial center is envisioned as a vertical mixed-use redevelopment with signature architecture that serves as an anchor to the district. Office, ground floor retail, as well as destination uses such as hotel and convention space should be explored.

Architecture

The development of parcels along Riverside Drive will create an enduring urban edge fronting the riverside park and Scioto River and will help define the standard for future development. The architecture should provide the same level of fine-grained, pedestrian-friendly detail provided by the historic buildings of Historic Dublin, but in a contemporary, compatible form. Street level uses along Riverside Drive should be active, transparent, and include outdoor dining terraces, patios, or storefront displays that activate the street.



POTENTIAL REDEVELOPMENT ON THE EAST SIDE OF THE SCIOTO RIVER

WEST SIDE FRAMEWORK

The west side of the Scioto River is home to the vibrant Historic Dublin neighborhood. Redevelopment in this unique area should be designed to fit sensitively within the rich architectural character of the district, provide a mixture of uses, and satisfy parking needs. Dedicated areas for public parking as well as the enhancement of the historic infrastructure and civic spaces are planned for the west side in order to increase safety, accessibility, and stimulate private investment.



HISTORIC DUBLIN STREETS & PUBLIC OPEN SPACE

Streets

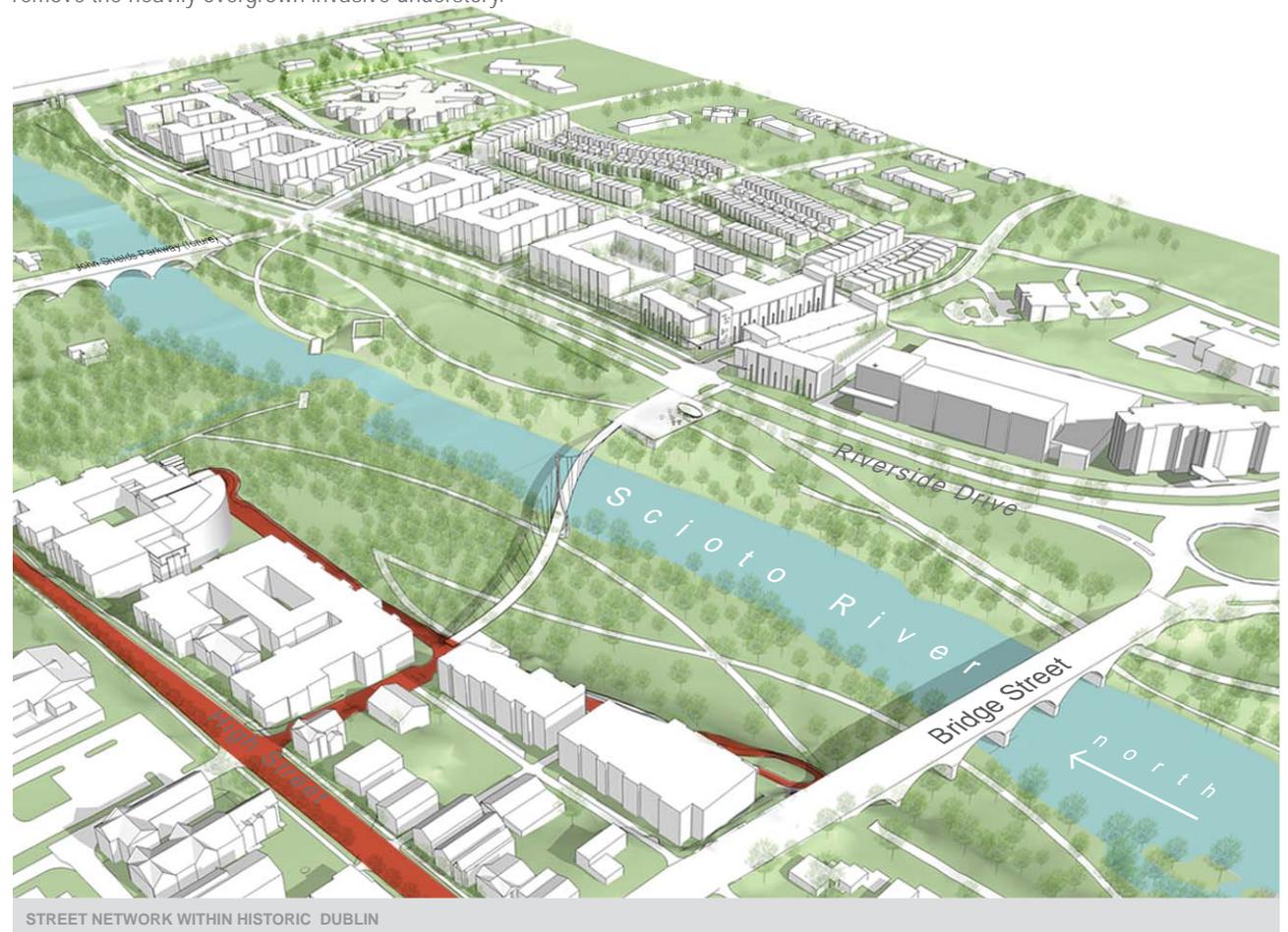
The streets of Historic Dublin create fine-grained building blocks that are integral to the character of the neighborhood but require some updates to meet modern needs for vehicular movement and pedestrian accessibility. Convenient parking, safe and accessible pedestrian facilities, and clear connections to public amenities are primary considerations in response to potential redevelopment.

Framework Considerations

- The pedestrian facilities, ability to access amenities along North Street, and the intersection of High Street and North Street are critical areas of improvement for pedestrian circulation and safety that need to be addressed in order to serve the increased pedestrian traffic from the proposed pedestrian bridge.
- North Riverview Street provides the opportunity for public frontage onto the proposed riverside park which is essential for increased visibility and access to this future amenity. Needed streetscape improvements include the provision of a turn-around at the dead-end condition to the south, the improvement of pedestrian facilities and streetscape elements (lighting, street trees, street furniture), and a future connection to development parcels and potential public parking to the north of the North Street intersection.
- To accommodate potential redevelopment along the east side of North High Street, this streetscape is envisioned as a pedestrian-oriented street with on-street parking, continuous accessible pedestrian routes, and the potential for brick or specialty street and sidewalk pavement.

Public Open Space

The existing parks and open spaces of Historic Dublin have tremendous natural beauty and passive recreation opportunities, but require significant improvement in public visibility, use, and access. The Indian Run tributary, Dublin Springs park, and floodplain woodlands along the west bank of the Scioto should be connected via public pedestrian and bicycle paths, provide a diversity of environmental experiences, protect sensitive flora, and remove the heavily overgrown invasive understory.



PRIVATE REDEVELOPMENT POTENTIAL

Multiple redevelopment opportunities are under consideration for the parcels east of High Street to enhance properties that currently make marginal contributions to the character of Historic Dublin. These parcels have the opportunity to leverage scenic views of the Scioto River and Indian Run, create a presence as the northern gateway into Historic Dublin, and provide prominent North High Street frontage.

Framework Considerations

- The North Riverview redevelopment is envisioned as a vertical mix of uses including ground floor restaurant with outdoor dining, retail with office overlooking Bridge Street and multi-story residential flats along North Riverview and Blacksmith Lane.
- 94 North High Street has frontage on both High Street and the Scioto River. When redeveloped, the frontage on High Street should include active, transparent street level retail or commercial space with office above. The river side of the development provides an excellent opportunity to allow structured parking to make up the difference in grade while carefully considering the visual impact from the park.
- 100 N High Street sits partially within the floodplain and is limited to lower level uses that will allow for periodic flooding (parking). The vision for this site includes structured parking below with a mix of uses above. Residential units would overlook the river, while the North High Street frontage could include retail with office above. This site also provides a potential venue for a civic use building and could be one site considered for the Dublin Library.

Architecture

The architecture should reflect a quality of material, massing, and detailing that is required of buildings within the Dublin Historic District. High Street and Bridge Street frontage should be limited to two stories. At 94 & 100 North High Street significant attention to the vertical and horizontal massing is critical, along with sensitive architectural detail, to allow for a total development height that is necessitated by the grade change along the river side.



POTENTIAL DEVELOPMENT ON THE WEST SIDE OF THE SCIOTO RIVER

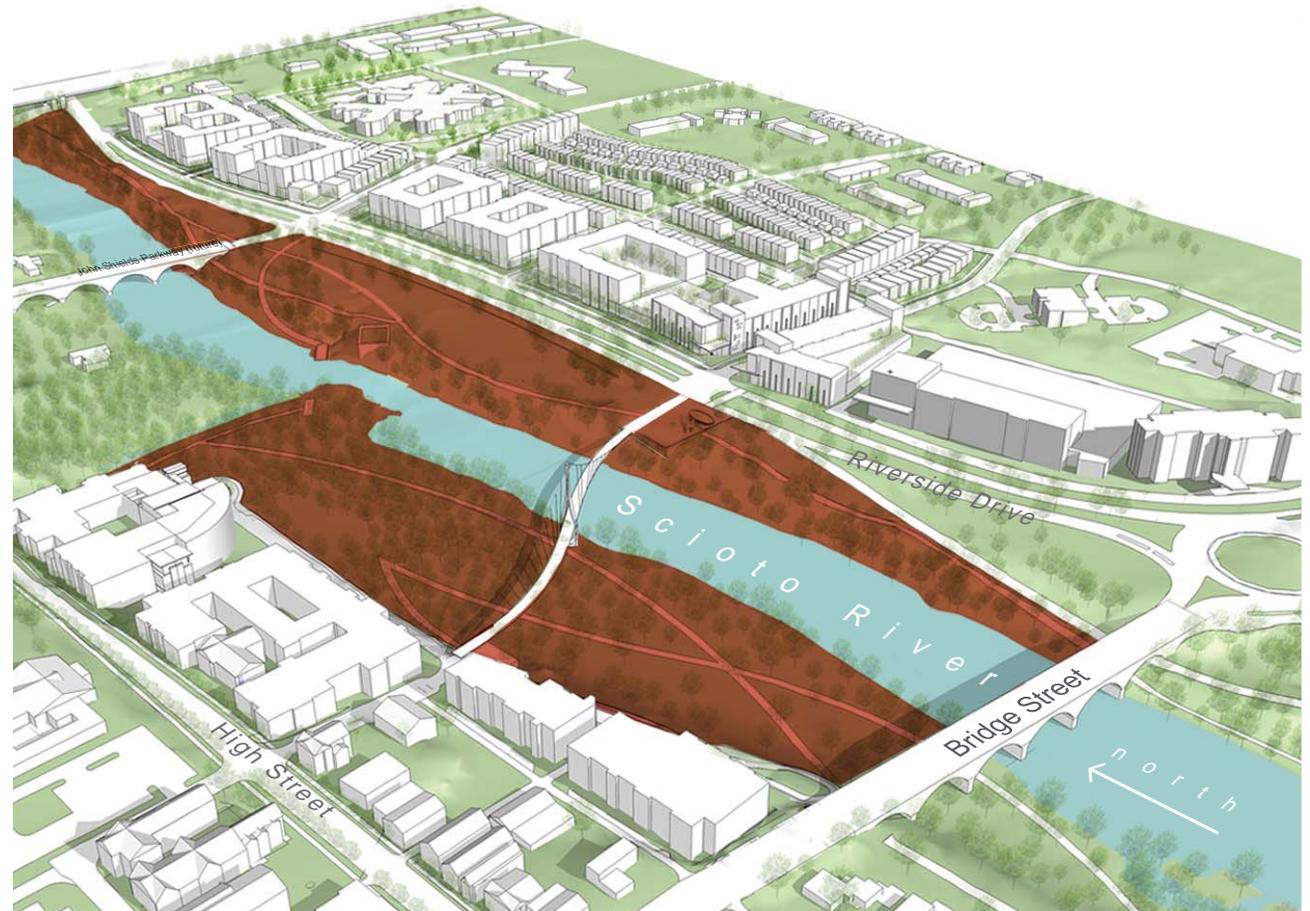
RIVERSIDE PARK

The Scioto River running through Dublin's civic core is an untapped recreational and scenic resource that will be fully transformed with the development of new park space on both sides of its banks. Building on significant community support and desire for a riverfront park in this area, the park will provide a unifying element between districts, a catalyst for private redevelopment, and a civic amenity for the community.



Framework Considerations

- The park will link to other regional parks and recreational systems through potential bicycle/pedestrian facilities and watercraft access points.
- The west side of the park is envisioned as a naturalized area with connections to the Indian Run greenway, water access, and trail systems.
- The east side of the park will require a thorough programming process to determine the features and amenities that will best serve the community and encourage private investment.
- Vehicular access, pedestrian crossings, bridge landing points, riverside slopes, and the consideration of existing structures are key drivers of park program and design, as well as maintaining flexibility for future programming for residents of the Bridge Street District.
- Private development on the east side of Riverside Drive facing the park should be of a height that creates a sense of space, provides transparency to allow for positive social surveillance, and be of an architectural quality that provides a suitable backdrop for a signature public open space.



NEW RIVERSIDE PARK THAT WILL ACTIVATE BOTH SIDES OF THE SCIOTO RIVER

PEDESTRIAN BRIDGE

To support and sustain dense, urban, walkable districts on both sides of the Scioto River, a pedestrian link across the river is essential. The proposed bicycle and pedestrian bridge will connect both sides of the riverside park, increase the viability of retail mixed with dense urban housing on the east side, and support the retail and restaurants of Historic Dublin. By increasing access from planned east side developments, the future residential populations that include young professionals and empty nesters will have a convenient route to the authentic offerings of Historic Dublin desired by that demographic.

One of the more prominent visual aspects of the proposed pedestrian bridge is the potential to create an architectural icon; a centerpiece in the heart of Dublin that will act as a regional attraction to draw people to the Historic District. The approximately 650 foot span of the pedestrian bridge is relatively long and in order to be successful the bridge must be designed to encourage, not just accommodate, pedestrian movement. This is achieved by creating a rich experience for the pedestrian and bicyclists with features such as a gentle s-curve to allow for more dynamic views, high quality architectural detailing, and lighting to create a safe and beautiful amenity for 24 hour use.

The timing of the pedestrian bridge construction will be driven in part by the nature, density and schedule of adjacent private development on the east side. Design and construction schedules of the bridge and adjacent development should be carefully coordinated to ensure the viability of each.



NEW PEDESTRIAN BRIDGE BETWEEN EAST AND WEST BANKS OF THE SCIOTO RIVER

PEDESTRIAN BRIDGE STUDY

Framework Considerations

Paul Endres of Endres Studio, an architect and structural engineer, developed preliminary planning concepts for the pedestrian bridge. In response to the required architectural quality of a signature bridge in the civic core, the economy of various structural systems, and the urban design considerations of where the bridge should land, the following considerations were developed:

- **Alignment:** The study of the points of landing for the bridge on the west and east side of the Scioto River included the consideration of grade change and riverbank conditions, length of span, pedestrian crossing experience, accessibility, cost, constructability, and the connection of centers of activity. North Street on the west side and Dale Drive on the east side are centered within existing and future areas of intense pedestrian and commercial activity and offer the most potential to successfully encourage pedestrian and bicycle movement across the river.
- **Span:** Multiple options for bridge spans were studied for economy, structural safety, and architectural effect. The single tower, two-span bridge system offered the most economical solution for the length of span and a significant opportunity to create a monumental architectural icon within the civic core of the city.
- **Tower:** Multiple forms were studied with respect to material strength and longevity, architectural presence, constructability, and cost. The recommended tower provides an iconic form with a warm, precast concrete material that relates to the color and texture of the historic Bridge Street bridge.



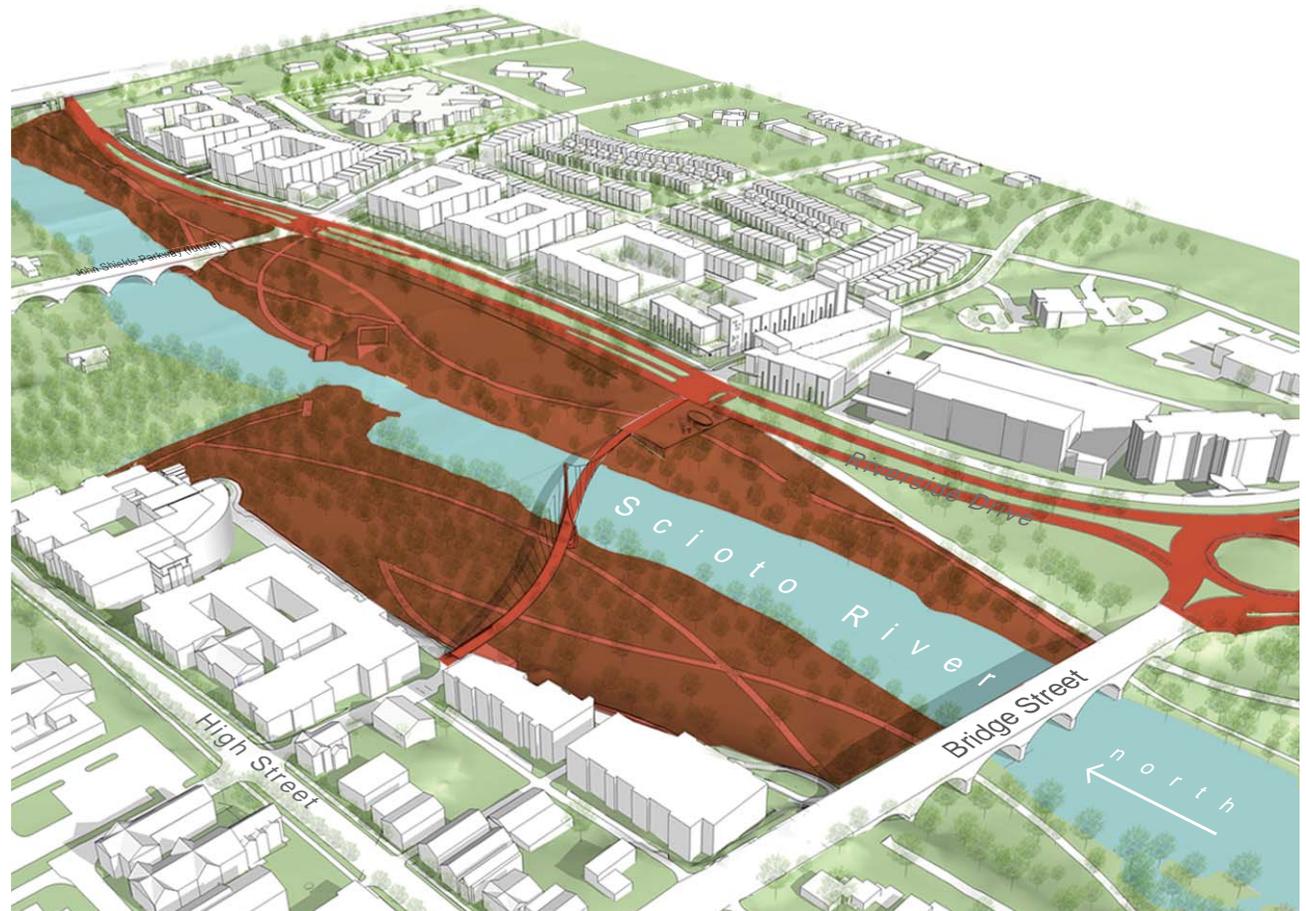
CATALYTIC PROJECTS

This Framework Plan defines a bold vision for development in the city's core. Long-term, strategic planning has the benefit of setting public and private expectations as a framework for the Bridge Street District, which provides guidance for public policy and investment and ensures that the community is taking measures to remain relevant and viable in the market and city life for years to come. Within the context of this vision, short term public investment decisions are critical for unlocking the potential of the Bridge Street District and setting the standard of quality for the built environment.

The initial public projects for the Scioto River Corridor must serve the function of stimulating private investment, providing world-class amenities for the community, respecting the unique scenic and environmental qualities of the river corridor, and enabling future improvements to build seamlessly on a foundation of quality infrastructure. The four catalytic projects that meet the criteria above and offer the most transformative potential for the district include:

- Riverside Drive - realignment and redesign
- Riverside park - east and west side park
- Roundabout - SR161 and Riverside Dr. intersection
- Pedestrian bridge - Bicycle and pedestrian bridge linking North Street and Dale Drive

Individually, these projects would each have a significant impact on the landscape of downtown Dublin, but collectively the transformative power of these projects on the public realm and the area's development potential represents a major chapter in the region's development history.



CATALYTIC PROJECTS INCLUDE RIVERSIDE DRIVE, RIVERSIDE PARK, THE ROUNDABOUT AND PEDESTRIAN BRIDGE

NEXT STEPS

1. Capture opportunities by aligning design phases of public and private improvements to ensure close public/private collaboration leading to a seamless built environment.
2. Advance core public projects (Riverside Drive relocation, riverside park, pedestrian bridge, and roundabout) into the preliminary design phase to provide more accurate costs and schedule. This builds the foundation for final detailed design and construction to unfold as funding and private development projects advance.
3. Develop an approach to ensure that the coordination of design efforts on the core public projects will allow for continuity of design intent of the Framework Plan and efficiencies of design and construction efforts. Given the inter-related nature of these projects and their overlapping geographies, the timing of their design and construction should be highly coordinated.
4. Identify acquisition strategies for key parcels within the development area that will allow for the development of proposed core public improvement projects.
5. Maintain public momentum with strong community outreach and communication strategies. Work with owners of key parcels and with leading stakeholders to maintain active dialogue, solicit input, and offer ownership in the process.
6. Develop financial/fiscal tools to leverage development.



POTENTIAL VIEW FROM NEW RIVERSIDE PARK



VIEW FROM BRIDGE STREET: The illustration above shows the riverside park with pedestrian paths curving along the Scioto River, with the new pedestrian bridge in the foreground.



VIEW FROM NEW PEDESTRIAN BRIDGE FACING A LANDING POINT AT DALE AND RIVERSIDE DRIVES: The new pedestrian bridge will help create a unique, identifiable feature for the City of Dublin. This amenity coupled with new development along the east side of the Scioto River is shown above.



VIEW FROM RIVERSIDE PARK: The riverside park will extend along both the east and west banks of the Scioto River. Development along Riverside Drive can be seen to the left with the pedestrian bridge in the background.



VIEW FROM BRIDGE STREET: Potential North Riverview development in Historic Dublin