



City of Dublin

**LAND USE & LONG  
RANGE PLANNING**

# **West Innovation District Development Plan/Site Plan Review**

## **13-119WID – DP/SP**

### **Ohio University College of Health Sciences and Professions**

### **Post Road & Industrial Parkway**

This is a proposal for an 86,028-square-foot, three-story educational building, parking lot, and associated site improvements as part of Ohio University Dublin Campus. The site is on the south side of Post Road, west of Eiterman Road. This Development Plan Review application is proposed in accordance with Zoning Code Section 153.042(D).

#### **Date of Application Acceptance**

Thursday, December 12, 2013

#### **Date of ART Determination**

Tuesday, January 14, 2014

#### **Case Manager**

Dan Phillabaum, AICP, RLA, Senior Planner | (614) 410-4662 | [dphillabaum@dublin.oh.us](mailto:dphillabaum@dublin.oh.us)



## PART I: APPLICATION OVERVIEW

<i>Zoning Districts</i>	ID-1 Research Office District
<i>Review Type</i>	Development Plan Review/Site Plan Review (Innovation Districts)
<i>Development Proposal</i>	An 86,028-square-foot, three-story education building with associated parking and site improvements as part of the Ohio University Dublin Campus.
<i>Administrative Departures</i>	None.
<i>Site Location</i>	Southeast corner of the Post Road and Industrial Parkway roundabout.
<i>Property Owner(s)</i>	Ohio University.
<i>Applicants</i>	Paul Ghidotti, The Daimler Group, Inc.
<i>Case Manager</i>	Dan Phillabaum, AICP, RLA, Senior Planner   (614) 410-4662   dphillabaum@dublin.oh.us

### Application Review Procedure: Development Plan/Site Plan Review

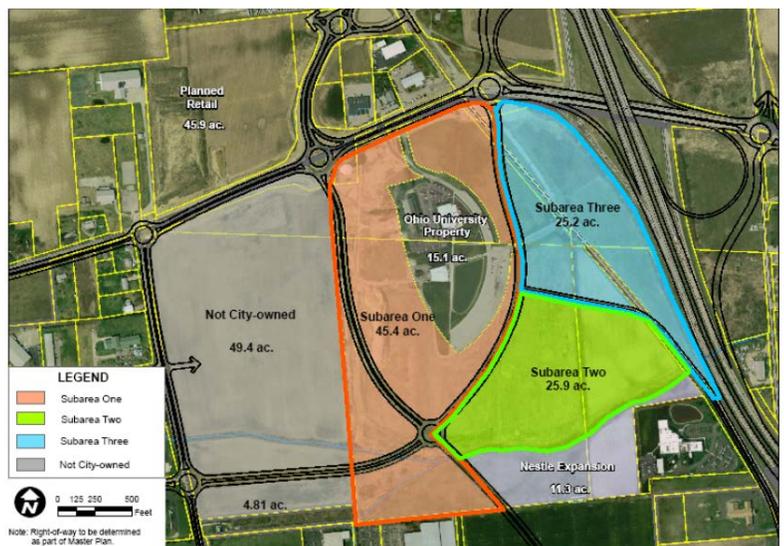
The purpose of the Development Plan Review is to provide an efficient and predictable review process for development projects within the West Innovation District. The Development Plan Review is necessary to ensure that applications for development meet the requirements of Chapter 153 of the Dublin Code. Following acceptance of a complete application for Development Plan Review, the Administrative Review Team shall approve the Development Plan application when all of the requirements of the Innovation Districts and the intent of the West Innovation District Plan (formerly EAZ Plan) is met, including Administrative Departures if applicable, as required by §153.042(D)(5)(e)1. The Administrative Review Team may alternatively issue a decision that the application should be reviewed by the Planning and Zoning Commission as a Site Plan Review, based on the criteria of §153.042(D)(5)(e)2. A determination by the Administrative Review Team is required not more than 28 days from the date the request was submitted.

### Summary

This site is part of a group of properties totaling approximately 97 acres governed by an Economic Development Agreement between the City of Dublin and Ohio University. The shared vision of the parties is the development of new and additional higher education and economic development capacities for Dublin and the region and the stimulation of medical, bioscience, healthcare, education and research development.

Subarea One of the University-related sites is approximately 61 gross acres and is designated for development by Ohio University for an extension campus including the Heritage College of Osteopathic Medicine and related education and research uses. It is a catalytic first phase of development that will spur future development on the other associated Subareas outlined in the Economic Development Agreement (EDA) as well as the West Innovation District. The EDA acknowledges that these parcels will be developed in accordance with applicable Code requirements although much of the technical review of the building will be done by the State of Ohio.

The proposed Phase 1 campus building is an 86,028-square-foot, three-story Class A office/education building with an associated 397 space parking lot, internal drives, sidewalks, pedestrian plaza, and temporary stormwater detention basins.



Under the Innovation District Development Approval Procedures of §153.042(D)(5)(e)2.C., the ART may forward a Development Plan application to the Planning and Zoning Commission for approval upon a determination by the ART that the proposal has the potential for significant community impact that requires additional public review. As this is the first major building to be constructed as part of the EDA between the City of Dublin and Ohio University and may begin to establish the future character of the campus, the ART determined that the forthcoming Development Plan application should be reviewed by the Planning and Zoning Commission, with a recommendation from the Administrative Review Team.

This proposal was reviewed informally by the Planning and Zoning Commission on December 5, 2013. The Commission generally supported the proposal, but expressed concern about how well this phase integrates with the existing portion of the campus. The Commissioners were also concerned about the significant amount of proposed parking for the building and the amount of asphalt shown on the proposed site plan. The Commission agreed that the applicant had met the intent and vision of the West Innovation District in terms of the architectural character of the proposed building.

## Zoning Code Analysis

### *§153.038 – District Uses*

Educational Facilities are Permitted Uses, with a use specific standard that educational programs and/or uses should also have a defined mission to engage in technology or entrepreneurial programs. As stated in the Economic Development Agreement, the shared vision of the parties is the development of new and additional higher education and economic development capacities for Dublin and the region and the stimulation of medical, bioscience, healthcare, education and research development.

### *§153.039 – Innovation District Requirements*

#### *(A) Lot Requirements*

##### *(1) Intensity of Use*

###### *a. Minimum Lot Size*

The minimum lot size in ID-1 is 3 acres. The gross acreage of Subarea One of the EDA is approximately 61 acres. This includes acreage that will become public right-of-way consistent with the adopted Thoroughfare Plan. After dedication of right-of-way based on the conceptual alignments and right-of-way widths outlined in the EAZ Plan, this portion of the Ohio University campus will be approximately 40 acres, exceeding the minimum lot size requirement.

###### *b. Maximum Lot Coverage*

The maximum permitted lot coverage in ID-1 is 70%. For the purpose of calculating lot coverage, the two existing parcels within this future ±40 acre site will be treated as a contiguous site until the parcels are combined (refer to *Setback Requirements*, below). Based on the existing and proposed impervious surfaces within this ±40 acre site, the lot coverage is ±29%. The lot coverage requirement will continue to be monitored as the development of a master plan for this portion of the OU campus continues and additional phases of this site are developed.

###### *c. Building Height*

Maximum permitted building heights in each of the Innovation Districts are limited by the EAZ Height Regulating Plan, which also recognizes that the scale of buildings must also take into consideration the surrounding context. Building heights of four stories and greater are permitted in ID-1, but buildings may be less than four stories. The proposed building has three stories.

##### *(2) Setback Requirements*

###### *a. Lot Width*

The minimum lot width is 60 feet at the public right-of-way, and is met with this proposal.

*b. Front Yards*

The Innovation District Code requires a minimum 50-foot building setback from arterial streets such as Post Road and Industrial Parkway and the proposed building meets this requirement. Pavement is permitted to encroach not more than 40% into this required front setback, and the proposed parking lot meets this requirement with a 30-foot setback.

*c. Side and Rear Yards*

Side and rear setbacks vary by zoning district and are determined based on building height. The proposed building is approximately 56 feet in height. Buildings in ID-1 greater than 51 feet in height require 75-foot side and rear building setbacks. The southeast corner of the proposed building is  $\pm 42$  feet from the existing side property line, and the northeast corner is  $\pm 59$  feet from the existing side property line. The applicant has stated that the parcels comprising Subarea One will ultimately be combined. To eliminate these noncompliant setbacks, the Administrative Review Team recommends these parcels be combined prior to issuance of occupancy permits.

*d. Side Pavement Setbacks*

The required side pavement setbacks shall be at least 15 feet, except for common access drives or shared service courts. The proposed parking lot is just over 23 feet from the property line to the east at the closest point. Portions of proposed access drives and service courts straddle the property line to the east of the development site, as permitted by Code.

*e. Rear Pavement Setbacks*

The required rear pavement setback shall be at least 25 feet. This development site is on an oddly configured corner parcel, and based on the existing configuration of this parcel, the rear lot line is the southernmost property line. The southernmost portion of the proposed parking lot is just over 1,300 feet from this property line.

*(C) Architectural Requirements*

*(1) Design Purpose*

Architecture is a key component in establishing a special character for the Innovation Districts. Structures are expected to have a forward-looking, contemporary architectural expression that is typically associated with technology and research uses. Buildings should reflect the high standard of development found throughout the community while accommodating the unique nature of the uses within the Districts. The proposed building façades are clad with brick, glass and metal composed in simple forms with clean lines for an overall modern aesthetic. The use of brick relates the building to existing buildings on the campus as well as the larger community, and the extensive use of transparent glass and spandrel glass and aluminum composite panels provides a forward looking aesthetic.

*(2) Architectural Intent*

All structures are expected to be thoughtfully designed with materials, detailing, scale, and proportion that is intentional and carefully thought through. Materials are to be applied in a manner that provides well-detailed and aesthetically pleasing façade surfaces. The proposed building façades meet this requirement through horizontal bands of recessed brick that are aligned with the pattern of the window frames, to carry the patterns created by the windows across the brick portions of the façade and strike shadow lines across the brick.

The Research Office District is intended to focus on larger buildings with multiple stories. These are typically high visibility sites that have the ability to influence the first impressions of the West Innovation District. The use of higher quality building materials is desired to establish the 'front door' image for the area. The proposed three-story brick, glass and metal panel building is prominently sited for maximum visibility along Post Road at the Industrial Parkway roundabout, and meets the intent.

*(4) Critical Design Components*

Architecture should be unique and diverse, while fitting into a general category of style. Development is to be evaluated according to the following criteria:

- a. The visual and functional components of the building shall be complementary to the contemporary design style selected for the Innovation Districts and any adjacent users.
- b. The design expression is to be a modern application that is appropriate to high end technology or research uses. Consideration shall be given to the unique nature of the use or the interior arrangement of uses and activities within the structure.
- c. All buildings shall use durable, long-lasting materials constructed with solid craftsmanship that will provide longevity.

The proposed building complements the existing structures in the OU campus, the design is modern and appropriate to the nature of this educational and research use, and the proposed materials are durable.

(5) *Elements of Contemporary Style*

The proposed building is designed to clearly address the following list of critical elements that embody contemporary style:

- a. Innovative use and presentation of building materials;
- b. Utilize opaque, translucent and transparent materials to create façade compositions;
- c. Make use of textures, protrusions, recesses, overhangs, and other features that make use of shadow;
- d. Design beyond the basic box by adding shapes, recesses, curvilinear forms, angles, non-conventional shapes, cantilevers, independent planes and using special architectural features;
- e. Avoid materials strongly associated with residential architecture; and
- f. Emphasize natural light and sustainable building techniques.

(7) *Building Variation*

a. *Elevations*

All sides of a principal structure shall display a compatible level of quality and architectural interest, particularly those highly visible to the public. Each street facing elevation for structures on corner lots shall be required to vary the design of the façade. The architectural features and treatments shall be distributed through all façades. The proposed building is sited at the intersection of Post Road and Industrial Parkway, and the design of all façades of the structure are varied and the architectural features and treatments are consistently distributed on all façades.

b. *Architectural Variation*

Single-material, monolithic wall planes lacking detail shall be avoided. Elements may include, but are not limited to the following:

1. Recessing and projecting of wall planes. Variations in depth shall be a minimum of 12 inches.
2. Architectural features that compose an aesthetically pleasing composition that reinforces building character.
  - A. Overhangs, columns, arcades and recessed entries;
  - B. Architectural sunscreens, plant grids and green wall systems, trellises, arbors or pergolas; and
  - C. Reveals, projecting ribs and offsets or insets 18 inches or greater in depth.
3. Variations in roof area and wall heights along the top of building walls and eave lines to create visual interest.

The proposed building includes no single material wall planes. The angled mass of the building breaks down the perceived length of the elevations, with portions of the elevations projecting two feet. The south elevation incorporates a recessed main entry and a deep eave along this portion of the roofline. The height of the roofline and depth of eaves are varied across the structure.

*(10) Entrances*

Main entrances shall be designed to be clearly identifiable and provide visual orientation for visitors, with at least one primary façade of the building with a public entrance facing a street, main parking lot, or parking structure and designed with a high level of care and detail that is appropriate in scale to the rest of the building. The proposed main entrance to the building faces the main parking lot and is clearly identifiable.

*(11) Roofs*

Buildings and rooflines shall meet the following minimum criteria:

- (a) Buildings are encouraged to include varied eave lines, parapet heights and/or ridgelines to provide visual interest when appropriate.
- (b) Rooftop mechanical equipment shall be screened from view from the ground by parapets, screens compatible with the building façade, pitched roof areas, or special architectural features.
- (c) Energy conserving roof components are encouraged but their application shall fit comfortably with the building's design if visible, or be completely screened from the ground views.
- (d) Low pitched, long span metal roof panels are discouraged unless they are concealed by a parapet or other architectural component.
- (e) Visible roof materials shall be standing seam or batten seam metal or other products compatible with a high technology architectural expression.
- (f) Downspouts and scuppers shall be carefully integrated into the façade design.

These roof criteria, where applicable, are met with the proposed building. The building includes varied parapet heights and rooftop mechanical equipment is screened from view by screens compatible with the building façade.

*(12) Materials*

At least 80% of the exterior walls shall be constructed of one or more of the following primary materials: brick, glass, stone, pre-cast concrete, architectural metal, synthetic siding, concrete masonry units, tilt-up panels, other materials as approved by the ART. The proposed building uses 100% primary materials—brick, glass, and architectural metal.

*(13) Color*

Main building colors shall be neutral, off-white or earth tone. These base colors shall constitute a predominance of the visible building exterior. This requirement is met.

***§153.040 – Site Development Requirements***

*(B) Landscape Requirements*

*(2) Character Elements*

Site landscaping shall comply with the general character and design components as prescribed by the Community Plan for the West Innovation District. The plan recommends the following design components be considered with all projects:

- Naturalized feel to contrast with the contemporary architecture;
- Extending plantings from the right-of-way into private space with an emphasis on low mow or links grasses;
- Using swaths of naturalized plantings and grasses perpendicular to right-of-way to create a progression of spaces as one travels along the road;
- Using masses of naturalized plantings to establish a framework for defining formal spaces in key locations around buildings;

- Using defined formal spaces to highlight building entrances and programmed space in a way that contrasts with the overall natural character;
- Focusing on native plant species and plantings in informal clumps rather than evenly spaced plantings;
- Planting informal fencerows and hedgerows where necessary to define spaces and shape or direct views; and
- Utilizing existing fencerows and riparian corridors as a way to extend natural features into the design of a site.

The landscape plans depict the right-of-way frontage areas planted in naturalized groupings and on top of undulating mounds along the parking lot. City staff has provided suggestions for alternate tree and shrub species selections based on the growth habit, hardiness, and tree/leaf litter associated with several of the proposed species and desired plant diversity. Final plant selections should be coordinated with Planning.

*(3) Property Perimeter and Parking Lot Buffering*

Property perimeter landscaping is not required. A minimum 3.5-foot landscape screen is required between the proposed vehicular use areas and the adjacent rights-of-way, in addition to one tree per 40 feet of vehicular use area boundary. The applicant will be required to verify that these requirements are met prior to issuance of site permits.

*(4) Use of Mounding*

The West Innovation District landscaping requirements discourage the use of uniform mounding to meet screening and buffering requirements. Naturalized, undulating mounds with clustered landscaping are proposed along the west side of the parking lot along the Industrial Parkway frontage to screen the parking areas from the right-of-way.

*(5) Interior Landscape Requirements*

The Code requires that all landscape islands be a minimum width of ten feet from back to back of curb, and a minimum of 180 square feet in area. Islands should be distributed evenly throughout paved parking areas. All proposed landscape islands meet these requirements.

*(6) Street Trees*

Street trees are required for each 35-foot interval of street frontage and long entry driveways. Trees should be planted in informal clusters along public arterials and collectors, including the future extension of Industrial Parkway. The applicant has provided street trees to meet this requirement along Post Road, and will be required to coordinate with the City Forester to ensure that this requirement is met along Industrial Parkway, prior to completion of roadway construction.

*(7) Open Space Plantings*

One deciduous tree must be planted for each 1,000 square feet of open space, planted in clusters. The applicant requests that this requirement not apply to this site, as it is impractical to meet on a campus of this size. For example, if the campus were completely developed at the Code-permitted maximum lot coverage of 70%, 12 acres (522,720 square feet) of open space would remain. The applicant would be required to install 523 two-inch minimum caliper trees clustered throughout the remaining open space.

This requirement anticipates a typical development site with one building on one parcel, and becomes difficult or impractical in this context where a campus of multiple buildings to be developed in phases are proposed on a large parcel. Additional analysis of this Code requirement may be necessary to determine whether this requirement is practicable and has the desired result. For this project the Planning and Zoning Commission will need to review a Site Plan approval to waive or modify this requirement.

*(B) Parking Lot Plantings*

To help reduce excessive heat build-up and emissions from large areas of hard surfacing, landscape islands with a surface area equal to 5% of the area of the paved surface shall be provided in all parking lots designed for a capacity of 40 cars or more. The required landscape areas shall meet the following requirements:

- (a) All required landscape areas shall consist of curbed islands or peninsulas that are surrounded on at least two sides by pavement.
- (b) A minimum of one broad leaf/deciduous tree shall be provided for every 300 square feet of landscaped area required.
- (c) The landscape areas may be located in “dead corners” or in landscape islands so as to break up expanses of parking spaces and to contribute to orderly circulation of pedestrian or vehicular traffic in the parking area.

The total area of paved surface is approximately 165,570 square feet. The required parking lot planting area of 8,278.5 square feet of landscape islands and peninsulas has been provided. Twenty eight deciduous trees are required within this required landscape area, and have been provided.

*(C) Tree Preservation*

Approximately 545 caliper inches of trees are proposed to be removed. A total of 113 2.5-inch caliper (282.5 inches) trees are designated as replacement trees, leaving a shortfall of 105 2.5-inch caliper trees (262.5 inches) for which the applicant is proposing to pay fees in lieu of replacement. Given the anticipated continued development of this campus, it is unlikely that this portion of the site can accommodate the total shortfall of replacement trees. However, there appear to be several opportunities to locate trees to reduce this number. The ART recommends that the applicant coordinate additional replacement locations prior to issuance of site permits.

*(D) Open Space and Greenways*

The West Innovation District Special Area Plan of the Dublin Community Plan shows a greenway connection southwest of this site along the South Fork of the Indian Run. Although the Plan shows a multi-use path on the west side of Industrial Parkway, this path will be located on the east side of Industrial Parkway as part of this proposal to reinforce bicycle connectivity to the Ohio University campus. Several outdoor spaces are provided throughout the campus adjacent to the existing and proposed buildings, meeting the intent of this requirement. No dedication of public open space is necessary.

*(E) Utilities*

All proposed utilities will be installed underground, meeting this Code requirement.

*(F) Parking Requirements*

The West Innovation District requirements state that parking for employees and service areas shall be located along the side or rear of structures. Visitor parking may be located forward of the building for wayfinding and access, but its visual appearance should be minimized.

The parking for the proposed building is located on the south side of the structure, east of the Industrial Parkway extension. Due to the unique site configuration and existing campus development, the proposed parking for employees, students, and visitors will be along the roadway. Since the Commission’s informal review of this proposal in December, the applicant has modified the parking lot design to reduce the amount of impervious surface and the length of the parking lot, introduced additional landscape islands to break up the parking bays into smaller “pods”, and added several walkways connecting the parking lot to the campus.

At the direction of the ART with the applicant’s agreement, an additional 10-foot wide landscape island was created at the west side of the parking lot from a previously larger wedge-shaped landscape island to the east, to further break down the parking area into smaller pods and reduce the visual impact of parking along Industrial Parkway. There is a discrepancy in the location of this 10-foot wide landscape island on the landscape and site plans; the site plan accurately depicts this arrangement. The applicant also proposes undulating mounding with clustered landscaping to screen the parking lot from the right-of-way.

The Code requires that parking areas be limited along street frontages, with parking areas to be located to the rear and side of buildings, except for visitor parking. The applicant has noted that establishing a central green with buildings and parking surrounding the open space is a significant element of the overall plan for the campus. A Site Plan approval for the proposed parking location must be separately approved by the Planning and Zoning Commission.

*(G) Parking Adjustments*

The ART was unable to determine the precise number of required spaces for this building, as the future users of the second and third floors are undetermined. The applicant has estimated 227 spaces are required by Code, using an assumption that all floors of the building will be similarly used. The applicant is proposing 397 parking spaces based on their stated needs for the proposed uses, and has provided the following documentation of current parking ratios at other Ohio University satellite campuses. A Site Plan approval for a parking adjustment for the number of spaces exceeding the required parking is required to be separately approved by the Planning and Zoning Commission, based on documented evidence provided by the applicant demonstrating that the additional parking spaces will be required to accommodate the use on a typical day.

OHIO UNIVERSITY SATELLITE CAMPUS PARKING SUMMARY			
Campus	GSF Total for all buildings	Parking Count	Parking Ratio
Chillicothe	181,560	966	5.32
Eastern	155,114	825	5.32
Lancaster	190,832	703	3.68
Pickerington	31,600	200	6.33
Proctorville	20,194	165	8.17
Southern	149,788	482	3.22
Southern Hanging Rock	23,092	120	5.22
Zanesville	167,523	840	5.01
Average			4.70
DUBLIN CAMPUS			
Existing	108,276	482	4.45
New Building	86,028	400	4.65
Grand Total	63,519	Average	4.55

*(H) Bicycle Parking*

One bicycle parking space is required for every 15 parking spaces, with a minimum of four spaces. Based on the number of required parking spaces estimated by the applicant, 16 bicycle parking spaces are required. These 16 spaces have been provided on the east side of the building. A multi-use path exists along the south side of Post Road, and a bike path connection has been provided between the bicycle parking area and the existing entry drive which connects to the multi-use path.

*(I) Loading Areas*

Three loading spaces are required based on the size of the proposed building. Based on the proposed use, typical loading docks are unnecessary and are not proposed, although an access drive is proposed along the east side of the building (interior to the site) where loading activity can occur.

*(L) Signs*

A future entry feature location has been included at the entrance from Industrial Parkway, although no signs are proposed at this time. A sign and wayfinding master plan is currently being developed by Ohio University and will be returned to the Planning and Zoning Commission for review if not in compliance with the Code.

*(M) Site Lighting*

Site lighting specifications will need to be provided with the site permit submittal demonstrating conformance with Code requirements.

*(N) Circulation and Access*

The first phase of the southern leg of future Industrial Parkway will terminate just south of the curb cut to the proposed parking lot. The further alignment of this roadway and permitted access points to the south will be determined in coordination with the City's Thoroughfare Plan and a master plan for the balance of the campus that is currently under development by the applicant. The right-of-way for the northerly portion of Industrial Parkway will be dedicated to the City as part of this proposal.

Until the Industrial Parkway extension can be completed, access to the site is provided by an existing right-in/right-out along Post Road, as well as the full access intersection at Eiterman Road.

## **PART II: ADMINISTRATIVE REVIEW TEAM COMMENTS**

### **Land Use and Long Range Planning**

Refer to the Zoning Code analysis above.

### **Engineering**

*Industrial Parkway Access*

The City has initiated the design of the new road to the south of the SR 161 and Industrial Parkway roundabout. This roadway (approximately 640 feet long) will be a four-lane divided section with a multi-use path on the east side and sidewalk on the west side. Per the direction of the Bicycle Advisory Task Force recommendations, bike lanes will also be included at road level in both directions. The design will be coordinated with the site needs of this first OU building and the associated parking. Staff anticipates the design to be complete in early summer and construction to begin in the summer. This should allow for the roadway construction to be completed before the end of the year.

*Utilities*

The new building will have its own water services (3-inch domestic and 6-inch fire) from the public water line on the south side of SR 161. Sanitary sewer service will be gained from the current private system on this site.

*Stormwater Management*

Two detention basins are proposed with this development, a small basin along Post Road and a larger basin to the south near a future intersection. These basins are intended to be temporary in nature, and are proposed in this manner to allow this first phase to be constructed to meet Ohio University's timeline for pending accreditation of the Physician's Assistant Program. It is expected that they will be relocated/reconfigured as the campus master plan continues to develop.

The basin along Post Road will be planted with low mow turf and a row of river birch and sea green juniper along the right-of-way.

## Building Standards, Parks and Open Space, Police, Fire, Economic Development

No comments.

### PART III: APPLICABLE REVIEW STANDARDS

The Administrative Review Team shall review this application based on the Innovation District requirements and the West Innovation District Plan, including Administrative Departures as may be applicable. The full text of the Review Standards of Section 153.042(D)(7) are provided at the end of this Report.

#### Development Plan Standards of Approval

In addition to meeting all other requirements of the District, a development plan application shall only be approved by the ART if the requirements of the District and the following criteria are met:

- |   |  |
|---|--|
| A. Site Design Characteristics                          | <i>Criteria Met with Conditions and Site Plan Approval</i> |
| B. Environmental Standards                              | <i>Criteria Met with Conditions</i>                        |
| C. Vehicular and Pedestrian Circulation                 | <i>Criteria Met with Conditions</i>                        |
| D. Public Services                                      | <i>Criteria Met</i>  |
| E. Purpose and Spirit of this Chapter and Adopted Plans | <i>Criteria Met</i>  |

### PART IV: PROPOSED ADMINISTRATIVE REVIEW TEAM RECOMMENDATION TO THE PLANNING AND ZONING COMMISSION

Development Plan: Recommendation of **approval** of this Development Plan Application consistent with the comments outlined in this report and the following conditions:

1. That the parcels present in this portion of Subarea One be combined to create a cohesive campus parcel, eliminate building side yard setback issues, and resolve potential future building and pavement setback conflicts, prior to issuance of occupancy permits;
2. That the Tree Preservation Plan and Landscape Plan be revised consistent with the comments provided, subject to Planning approval, prior to issuance of site permits; and
3. That the applicant submit a lighting plan meeting all applicable Code requirements, subject to Planning approval, prior to issuance of site permits.

Site Plan: Recommendation of **approval** to the Planning and Zoning Commission for the following as part of the Site Plan Review:

1. 153.040(B)(7) – Open Space Plantings – Waiving requirement to provide 1 tree per 1,000 square feet of pervious site area as being inconsistent with, and impractical toward, meeting the objective to create a campus of multiple buildings on a single parcel.

2. 153.040(F)(2) – Parking Location – Allowing the parking for the proposed building to be located principally along the future Industrial Parkway street frontage based on the objective of preserving the interior of the site for the creation of a campus green and open spaces between the buildings.
3. 153.040(G) – Parking Adjustment – Providing parking above the minimum/maximum required by Code. The applicant has proposed 397 parking spaces, which exceeds the parking requirement of approximately 227 parking spaces based on the documented needs of the future uses provided by the applicant.

## DEVELOPMENT PLAN STANDARDS OF APPROVAL

In addition to meeting all other requirements of the District, a development plan application shall only be approved by the ART or Planning and Zoning Commission, as applicable, if the requirements of the District and the following criteria are met:

- A. Site Design Characteristics.
  - 1. All elements of the site design shall be harmoniously and efficiently organized in relation to topography, the size and type of lot, the character of adjoining property, and the type and size of buildings.
  - 2. The site shall be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted by the District.
  - 3. All buildings or groups of buildings shall be arranged so as to permit emergency vehicle access by some practicable means to all vehicles.
  - 4. Every structure or dwelling unit shall be provided with adequate means of ingress and egress via public streets and walkways.
- B. Environmental Standards.
  - 1. The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal, alteration to the natural drainage courses, and the amount of cutting, filling and grading. Natural features and the site topography shall be incorporated into the proposed site design to the maximum extent practicable.
  - 2. Landscaping buffers and/or greenbelts may be required beyond those otherwise required in the District to ensure that proposed uses will be adequately buffered from one another and from surrounding public and private property.
- C. Vehicular and pedestrian circulation.
  - 1. The expected volume of traffic to be generated by the proposed use shall not adversely affect existing roads and the circulation thereon.
  - 2. Driveways shall be located to minimize conflict with traffic operations on the adjoining road. The number of driveways shall be the minimum needed to provide reasonable access to the site.
  - 3. The arrangement of public or common ways for vehicular and pedestrian circulation shall respect the pattern of existing or planned streets and pedestrian or bicycle pathways in the area.
  - 4. Safe, convenient, uncongested and well-defined vehicular and pedestrian circulation within and to the site shall be provided. Drives, streets and other elements shall be designed to promote safe and efficient traffic operations within the site and at its access points.
- D. Public Services. The scale and design of the proposed development shall facilitate the adequate provision of services currently furnished by or that may be required of the city or other public agency including, but not limited to, fire and police protection, storm water management, sanitary sewage removal and treatment, recreational activities, traffic control, and administrative services.
- E. The general purposes and spirit of this chapter and the various provisions and components of the Community Plan, including the EAZ Plan.

## SITE PLAN REVIEWS OF DEVELOPMENT PLAN APPLICATIONS

- (a) Intent and applicability. In order to balance the need to accommodate unique uses with the desire to ensure the presence of high-quality and orderly development within the District, development plan applications shall be reviewed by the Planning and Zoning Commission for a site plan approval as provided in § 153.042(D)(5)(e)2. and the conditions of this section.
- (b) Authority and limitations. Site plan approval of development plan applications reviewed by the ART shall apply only to those portions of the plan failing to meet the requirements of the District. The Commission shall not have the authority to change any part of the development plan application that otherwise meets the development requirements of the District and/or has received an administrative review approval.
- (c) Application deadline. The applicant shall make a written request to the Director for site plan approval no later than ten days following the date when the ART's decision on the development plan application is issued. The hearing before the Planning and Zoning Commission shall occur no later than 30 days following the receipt of the applicant's written request by the Director.
- (d) Site plan approval procedures. The Planning and Zoning Commission shall approve, approve with conditions, or disapprove the applicable elements of the development plan using the standards of § 153.042(E)(8). The decision shall be made within 56 days of submission to a meeting of the Commission, unless otherwise agreed by the applicant and the city in writing.
- (e) Appeals. Development plan applications disapproved by the Planning and Zoning Commission may be appealed by the applicant to City Council, which shall hear the appeal no later than 28 days following the date of the Commission's decision, unless otherwise agreed by the applicant and the city in writing.