

# Basic Plan Review

## 14-002BPR/CU – BSC Office District

### State Bank – West Dublin-Granville Road and Shamrock Boulevard

This is a request for review of an 11,530-square-foot office building (Loft building type) to be constructed on a ±1.25-acre site that is part of a 2.85-acre parcel at the northeast corner of Shamrock Boulevard and West Dublin-Granville Road. The proposal includes a retail banking and mortgage services facility and a request for conditional use review for a drive-through. This Basic Site Plan Review application is proposed in accordance with Zoning Code Section 153.066(D), and this conditional use review application is proposed in accordance with Zoning Code Section 153.236.

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

Tuesday, January 14, 2014

#### **Date of ART Recommendation to the Planning and Zoning Commission**

Thursday, February 6, 2014

#### **Case Managers**

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## **PART I: Application Overview**

<i>Zoning District</i>	BSC Office District
<i>Review Type</i>	Basic Site Plan Review
<i>Development Proposal</i>	11,530-square-foot building and associated site improvements on a 1.246-acre site
<i>Use</i>	Bank; Office, General – Permitted Uses in BSC Office District Drive-Through – Conditional Use in BSC Office District for banks
<i>Building Type</i>	Loft Building
<i>Site Plan Waivers</i>	Code Section 153.059(C)(4)(c)6 – A reduction in side yard setback for the drive-through speakers from 25 feet to approximately 10 feet. Code Section 153.062(O)(4)(d)3 – Only one door on the front (south) and rear (north) façades of the building, where two each are required.
<i>Property Owner</i>	Shamrock Crossing LLC
<i>Applicant</i>	David Homoelle, State Bank
<i>Representative</i>	Ross Sanford, Lincoln Construction
<i>Case Managers</i>	Gary P. Gunderman, Planning Manager, (614) 410-4682   gunderman@dublin.oh.us and Rachel S. Ray, AICP, Planner II   (614) 410-4656   rray@dublin.oh.us

### **Application Review Procedure: Basic Site Plan Review**

The purpose of the Basic Plan Review is to outline the scope, character, and nature of the proposed development and to determine the applicable review process. The process is intended to allow the required reviewing body to evaluate the proposal for its consistency with the principles of walkable urbanism as described in §153.057, the Bridge Street District Plan in the Dublin Community Plan, and other related policy documents adopted by the City. The Basic Plan Review also provides an opportunity for public input at the earliest stages of the development process. Basic Plan Review is required prior to submission for applications for Development Plan and Site Plan Reviews.

Following acceptance of a complete application for Basic Plan Review, the Administrative Review Team shall make a recommendation to the Planning and Zoning Commission to approve, deny, or approve with conditions the application based on the criteria of §153.066(F) applicable to Site Plan Reviews and §153.066(I) for Waivers (if necessary). A determination by the Planning and Zoning Commission is required not more than 28 days from the date the request was submitted.

As part of their review of the Basic Plan, the Commission shall determine the required reviewing body for the subsequent Site Plan Review application based on the factors outlined in §153.066(D)(3)(a).

## Application Contents and Overview

### *Planning and Zoning Commission Determinations*

The Basic Plan Review is intended to provide a higher level overview of more significant development projects. While the Basic Plan Review is based on an analysis of the review criteria for the Development Plan and Site Plan Reviews (as applicable), it is not expected that all project elements will be finalized at this stage since the purpose of the Basic Plan Review is to obtain public input at the earliest stages of the development process.

The Administrative Review Team has conducted their analysis of the project based on the information submitted. The ART has also reviewed the proposal in light of the detailed review standards and the applicant is aware of the additional information that will be needed as this proposal advances to Site Plan Review.

Five actions will be required by the Planning and Zoning Commission:

- 1) Basic Site Plan Review, based on the review criteria of §153.066(F)(3) for Site Plan Review;
- 2) Required reviewing body determination for the subsequent Site Plan Review;
- 3) Approval of identified Waivers;
- 4) Approval of a Parking Plan; and
- 5) Approval of a conditional use for the bank drive-through.

The Administrative Review Team is required to make recommendations on 1, 3, 4, and 5.

### *Basic Site Plan Review*

The project elements reviewed as part of the Basic Site Plan include the proposed use, building type details, site development details for the proposed loft building, drive-through facility, parking plan, and open space arrangement.

### *Next Steps*

The next step following this application is Site Plan Review. Development Plan Review is not required because this application includes only one principal structure on one parcel, it involves less than five acres, and no new public infrastructure is needed.

The applicant also plans to subdivide the 1.25-acre development site from the 2.85-acre parcel, which requires review and approval of Preliminary and Final Plats by the Planning and Zoning Commission and City Council.

## **PART II: Administrative Review Team Comments**

### **Planning**

The proposal is the first significant step toward the development of the block between Shamrock Boulevard and David Road. Given its prominent location along West Dublin-Granville Road, this new Loft office building will set the tone for future adjacent development. It is critical that the site, building, and open space designs serve as examples of desirable Bridge Street District development. This will be accomplished through adherence to the Code requirements and the recommended conditions.

The following are the primary considerations from Planning.

*Street Network.* The site is located at the center of an existing block formed by West Dublin-Granville Road, Banker Drive, Shamrock Boulevard, and David Road. While the block length of 582 feet slightly exceeds the maximum of 500 feet required by Code, this reflects existing conditions, and further, the maximum block perimeter (1,750 feet) is met. No additional improvements are anticipated to the public street system for additional right-of-way dedication. The Bridge Street Corridor Street Network map in the Street Types section of the Code (153.061) calls for a street system that would divide this block in anticipation of a street connection north. The adopted Bridge Street District Area Plan of the Dublin Community Plan has considered the recent development in the area north of this block and did not show a street. Planning has concluded that no changes to this Area Plan and block are recommended since it meets the maximum block perimeter requirement and is only about 90 feet over the maximum block length.

*Mid-Block Pedestrianway.* Although not a requirement of the Site Plan Review, to provide additional pedestrian circulation in lieu of a street (see *Street Network* above) the applicant has agreed to provide a mid-block pedestrianway along the west side of the site, since the total block exceeds the 400 foot threshold for a required mid-block pedestrianway in Code Section 153.060(C)(6). Details should be provided as part of the Site Plan Review.

*Front Property Line Coverage & Subdivision.* The proposed building and site plan fails to meet the Code requirements for minimum front property line coverage (75%) when the parcel is considered as a whole, with an approximately 355-foot frontage on West-Dublin Granville Road. The requirement is met with the approximately 185-foot wide development site that will be created with the forthcoming plat, as noted below.

To allow for future development to the west of the proposed building and to address the front property line coverage, the applicant plans to subdivide the parcel to establish two lots – one for the State Bank building, and one for future development with frontage on West Dublin-Granville Road, Shamrock Boulevard, and Banker Drive. The applicant will be required to obtain approval for the preliminary and final plat prior to building permitting, or seek approval of a Waiver from the Planning and Zoning Commission.

*Parking Lot Drive Aisle Connections.* The proposed site plan demonstrates that connections to future parking lots to the east and west can be made in the northern portion of the site near Banker Drive, as well as closer to the building in the southern portion of the lot. The applicant should provide cross-access easements as part of the subdivision of this lot prior to building permitting.

*Loft Building Design.* The proposed Loft building has been designed consistent with the requirements for new buildings in the Bridge Street District. The applicant appears to have given the design, layout and materials for this project considerable attention and, with minor changes noted in the Zoning Code analysis at the end of this report, complies with the Code.

To assist in the review of this proposal, the City engaged the services of an architectural consultant to conduct a high level review of the proposed plans and elevations to determine if the Code provisions related to this plan have resulted in a building that reinforces the desired character for buildings in the BSC Office District. The consultant's comments have been attached to this report and the applicant has modified the proposed architectural elevations (and site plan) to address several of the concerns related to building massing, detailing, and proportions. However, the more extensive design recommendations significantly change the architectural character of the building and Planning recommended to the ART that these comments not be incorporated into the application. It is Planning's opinion that the proposed building has been effectively modified and the consultant's concerns with the overall building design appropriately addressed.

*Open Space Type, Distribution, Suitability and Design.* Pocket plazas are highly desirable open spaces along major thoroughfares like West Dublin-Granville Road. The open space area that has been provided on the west side of the proposed building, just off of the right-of-way, is appropriate for this project. The open space area provided exceeds the square footage requirement for this project.

*Adherence to Zoning Code regulations.* Refer to the ART Analysis and Determinations at the end of this report following the recommendations for a preliminary analysis of the applicable Code regulations.

*Conditional Use.* The proposed bank drive-through teller and ATM service is a more limited facility in the number of stacking spaces provided. The applicant has discussed this issue at some length with the ART and strongly believes that drive-through banking is only a very small percentage of the bank's overall business. It is the applicant's belief that the number stacking spaces and the drive-through design are more than adequate for their needs. The applicant will provide further information regarding the use of these facilities.

## Engineering

Engineering has reviewed the drawings that were submitted on January 14, 2014, for the Basic Site Plan review for the above-referenced project. At this time, we have the following comments and notes (in no particular order):

1. There is an existing sanitary sewer easement along the SR 161 right of way. The building location as shown is within this easement. The appropriate portion of this easement can be vacated to allow the building to be built in this location as the sewer will not need to be extended to the east. City Council will have to approve the vacation of a portion of the easement. The applicant is to provide the legal description and exhibit for the portion of the easement to be vacated.
2. The pavement typical section should be revised to reflect the current Dublin Standard Drawings detail.
3. The proposed sign along Banker Drive is located within an easement. This will require an Easement Encroachment Agreement to be done with the sign permit or relocation of the sign.
4. A cross access easement will be needed when the lot split is done creating the two parcels and leaving the western driveway split between the two lots.
5. The existing asphalt bike path along SR 161 should be labeled on the plans.
6. The drive aisles could be reduced in width (24 feet to 22 feet). This would reduce the lot coverage as well as the amount of stormwater management required.
7. The radii on the eastern driveway should be simplified for better turning movements.
8. There are water services that were installed with Banker Drive to this site (and the one to the west). They are not reflected correctly on this plan set. We will provide the applicant with copies of the as-built drawings.
9. Please indicate the location of the water meter.
10. There may be a vertical conflict between the proposed bio-retention/storm sewer and the proposed sanitary service on the west side of the building. The sewer service could be moved closer to SR 161 and possibly avoid the conflict.
11. Regarding the stormwater management provisions:
  - a. They have done a great job incorporating a de-centralized system.
  - b. It appears that the east-west drive aisle at the north end of the site doesn't drain into a management area.

- c. The grading of the bio-retention area on the east side of the building will need more details to allow for the level area for the condensers.
- d. The grading of the bio-retention area on the west side of the building will need more details as this area is also indicated to be a pocket plaza.
- e. Preliminary calculations were not submitted for review. From the written descriptions and plans provided, it appears that they are on the right track to be in compliance.

## Parks and Open Space

Parks is generally pleased with the revised pocket plaza open space treatment particularly with the bicycle parking and pedestrian access added as part of the mid-block pedestrianway. Additional open space type details will be reviewed when they are provided as part of the Site Plan Review.

## Economic Development

State Bank has been a solid performing business in Historic Dublin. Their growth in that location triggered a region wide site search for a new headquarters location. We are pleased they decided to choose a Dublin site and retain its business in our community. We believe their line of business will be an excellent fit for the Bridge Street District, and we are pleased with the large investment they are making with the site and new facility. This expanded floor plan gives them a long term opportunity to grow its employment numbers, customer base and brand in a highly visible location.

## Building Standards, Fire and Police

No comments at this time.

## PART III: APPLICABLE REVIEW STANDARDS

### 1. Basic Plan Review Criteria – Site Plan

The Administrative Review Team reviewed this application based on the review criteria for applications for Site Plan Review, which include the following proposed responses:

(a) **Site Plan is Substantially Similar to Basic Plan**

*Not applicable to Basic Plan Review.*

(b) **Consistency with Approved Development Plan**

*Not applicable.*

(c) **Meets Applicable Requirements of Sections 153.059 and 153.062 through 153.065**

*Met with conditions and Site Plan Waivers.* As reviewed in this report, all appropriate sections of the Code are either met, met with conditions, met following approval of a Site Plan Waiver, or are details that would be anticipated as the development progresses to the actual Site Plan Review.

(d) **Safe and Efficient Circulation**

*Met with conditions.* Access to the site is provided from two existing curb cuts on Banker Drive, which is effectively the rear of this project. Using the existing curb cuts maintains the continuity of the pedestrian access along the West Dublin-Granville Road frontage of the site and provides for a generous parking and driveway system that allows for future connections to adjacent sites on the east and west. At present the drive-through includes an approach from the drive aisle parallel to Banker Drive and proceeds due south and exits onto an east-west drive aisle along the front of the building. The stacking lanes associated with the drive-through need to be expanded by at least two vehicles not necessarily to increase stacking spaces, but rather to ensure that banking teller drive-through traffic does not block ATM traffic. Pedestrian access through the block will be provided by a mid-block pedestrianway along the west side of the site. The pedestrianway connects existing paths on Banker Drive and West Dublin-Granville Road.

**(e) Coordination and Integration of Buildings and Structures**

*Met.* The proposed building is sited appropriately in terms of its orientation to the principal frontage street (West Dublin-Granville Road) and other Code requirements. As Shamrock Boulevard is also a principal frontage street future development to the west will be required meet applicable building and site requirements for principal frontage streets on both West Dublin-Granville Road and Shamrock Boulevard.

**(f) Desirable Open Space Type, Distribution, Suitability, and Design**

*Met with condition.* The applicant is proposing an approximately 1,000-square-foot pocket plaza on the southwest corner of the property to meet the open space requirement. The space could be expanded and connected to future development to the west. Additional details will be reviewed with the Site Plan Review.

**(g) Provision of Public Services**

*Met with condition.* Given the proximity to West Dublin-Granville Road and the ample parking lot on the rear, the site is accessible for most foreseeable services. Some details may still need to be worked through Fire, Engineering, Police, and other review entities. The applicant will need to address Engineering's comments described in this report.

**(h) Stormwater Management**

*Met.* Refer to Engineering's comments above. Additional details to be provided as part of the Site Plan Review. The applicant will need to address Engineering's comments described in this report.

**(i) Phasing**

*Met.* This proposal will be completed in one phase.

**(j) Consistency with Principles of Walkable Urbanism and other Policy Documents**

*Met.* The proposal is the first significant new Bridge Street District building along the north side of West Dublin-Granville Road and generally complies with the principles of walkable urbanism described in Code Section 153.057.

**2. Waiver Review Criteria**

The Administrative Review Team reviewed the proposed Waivers based on the following review criteria, and made the following findings. The Waivers, if approved, would permit:

1. Speaker Setback - Code Section 153.059(C)(4)(c)6 – A reduction in side yard setback for the drive-through speakers from 25 feet to approximately 10 feet;
2. Required Entrances - Code Section 153.062(O)(4)(d)3 – Only one door on the front (south) and rear (north) façades of the building, where two each are required.

(a) **Request is caused by unique site, use or other circumstances.**

*Speaker setback – Criterion met:* The proposed building is appropriately sited to accommodate a drive-through facility on the east portion of the site. This arrangement allows for future connection and combined parking arrangement with the property to the west. This location is more likely than to the east where the adjacent property is not owned by the applicant. This arrangement also ensures that the drive-through is less visible from principal frontage streets.

*Required entrances – Criterion met:* The street and parking lot façades of the building are 116 feet, 8 inches which exceeds the 75 feet limit on street facing facades, and 100 feet on parking lot facades, but is also well short of the 150/200 feet that would fully justify the second door on each façade. More importantly, the proposed use is a bank, which requires greater access point controls for security purposes than typical retail or office buildings.

(b) **Not requested solely to reduce cost or as a matter of general convenience**

*Speaker setback – Criterion met:* The location of the drive-through is not affected by cost.

*Required entrances – Criterion met:* The proposed facility is a bank and carries an expectation of limited doorways into the facility. Given that there is a door proposed directly opposite the principal façade and one additional door on the side for employees, it would not appear that an additional street or parking lot facing entrance would be significant expense for the use.

(c) **Request does not authorize any use or open space type not permitted in the District**

*Speaker setback – Criterion met:* The request does not have the effect of authorizing any use or open space type that is not otherwise permitted in that BSC district.

*Required entrances – Criterion met:* The request does not have the effect of authorizing any use or open space type that is not otherwise permitted in that BSC district.

(d) **Request will ensure that the development is of equal or greater development quality**

*Speaker setback – Criterion met:* The proposed drive-through speaker arrangement will be of equal quality with an *approximately* 10-foot setback as it would with a 25-foot setback.

*Required entrances – Criterion met:* The proposed use and the basic quality of the building will be of equal quality with only one entrance on each of the street and parking lot façades.

### 3. Parking Plan Criteria

The criteria below are required to be considered for approval of a parking plan. Approval of a parking plan is necessary for this site to allow 54 parking spaces (including 9 deferred spaces), which exceeds the maximum parking requirement of 36 parking spaces.

- A. The land use and development character of the area to be served by the parking facility.

*Criteria met.* The limited land uses in the area are generally auto-oriented (Lexus Service facility to

the north), with limited opportunities for shared parking. The proposed parking for the State Bank is consistent with the character of the area. While shared parking options might be available in the future, depending on adjacent development, the uncertainty of the availability of that option should be considered.

- B. The availability of other publicly available parking in the area.

*Criteria met.* There are no other publicly available parking facilities in this area.

- C. The timing of the parking use relative to other uses in the area.

*Criteria met.* Properties on both sides of this site are undeveloped with no opportunities to share or manage parking. While shared parking options might be available in the future, depending on adjacent development, the uncertainty of the availability of that option should be considered.

- D. The parking requirement for similar uses as may be determined by the Director, as described in §153.065(B)(1)(a).

*Not applicable.*

- E. Whether the location of all provided parking meets the requirements of §153.065(B)(1)(b).

*Criteria met.* The proposed parking area is located within the buildable area of the site.

- F. Whether compliance with Table 153.065-A is made to the maximum extent practicable.

*Criteria met.* Code requires a minimum of 29 parking spaces a maximum 37 parking spaces. The applicants have reviewed their parking needs and determined that 45 parking spaces are needed at the present time, with the potential for an additional 9 parking spaces (54 total). The plans show 9 deferred parking spaces along the northern edge of the property adjacent to Banker Drive. The applicant anticipates that this use will have a higher than expected employee count, given its use as an office as well as retail banking.

- G. Whether other adjustments as described in this section should apply in conjunction with or in lieu of the requested need-based adjustment.

*Criteria met.* No other parking adjustments are proposed.

- H. Whether supporting documentation, if provided, adequately demonstrates that sufficient parking is available to meet projected typical demand.

*Criteria met with condition.* The applicants have described their parking needs which they believe is a useful analysis of their situation. The applicant should provide a summary of their parking needs, including number of employees and anticipated customer parking needs.

#### 4. Conditional Use Review

The Administrative Review Team reviewed this application based on the review criteria for applications for Conditional Use Review, which include the following proposed responses:

- 1) Harmonious with the Zoning Code and/or Community Plan.

*Criteria met.* A bank drive-through is the only drive through facility permitted in the Bridge Street District, and then only as a conditional use from the Planning and Zoning Commission.

- 2) Complies with applicable standards.

*Criteria met with Waiver.* The proposed drive-through is designed to meet applicable Zoning Code requirements except for speaker location. The Code requires drive-through speakers to be a minimum of 25 feet from any residential district or use. At its nearest point, two of the speakers are less than 10 feet from the east side property line, which is shared with an adjacent existing single-family residence. It is likely that this use will at some point be converted to a Bridge Street District use.

- 3) Harmonious with existing or intended character in vicinity.

*Criteria met.* The drive-through and canopy are harmonious with the intended development of this area.

- 4) Will not have a hazardous or negative impact on surrounding uses.

*Criteria met.* Code requires a six-foot screen between this property and the adjacent residential property. The screen will diminish any negative impacts resulting from noise or vehicles idling in the drive-through. Additional details will be provided with the Site Plan Review. Further, the applicant has indicated that the drive-through will be used on a very limited basis.

- 5) Will provide adequate services and facilities.

*Criteria met.*

- 6) Will not harm the economic welfare.

*Criteria met.* The facility will enhance the economic welfare of the area.

- 7) Creates no use or characteristic that is detrimental to the surrounding uses.

*Criteria met.* While the proposed development may cause some disruptions to the existing adjacent residential use, the proposed bank drive through is consistent with the uses and development envisioned for the BSC Office District.

- 8) Vehicular circulation will not interfere with existing circulation.

*Criteria met with condition.* The proposed drive-through circulation will not interfere with the existing traffic patterns or with on-site customer traffic. The applicant has pointed out that the drive-through traffic is a small component of their business and should not be compared to other commercial banking activities; accordingly they feel this proposed facility will provide adequate services for the area. While the bank may see limited activity, two additional ATM stacking spaces are recommended to ensure adequate circulation.

- 9) Not detrimental to property values in the vicinity.

*Criteria met.* The location and arrangement of the drive-through should enhance the viability of the bank and in so doing will not be a detriment to the property values in the vicinity.

- 10) Will not impede the development or improvement of surrounding properties.

*Criteria met.* The self-contained nature of the drive-through within the development site will not impede the development or improvement of the surrounding properties.

## **PART IV: PROPOSED ADMINISTRATIVE REVIEW TEAM RECOMMENDATION**

### **Basic Plan**

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission for the request for Basic Plan Review (Site Plan Review) with the following 6 conditions:

- 1) That, as part of the Site Plan Review, the applicant provide additional details for:
  - a. The mid-block pedestrianway;
  - b. The pocket plaza open space area;
  - c. The perimeter buffer landscaping along the east property line adjacent to the drive-through;
  - d. The street wall, showing a relationship to the principal building; and
  - e. Other architectural, landscaping, and site development details noted in this report.
- 2) That the applicant subdivides the existing 2.85-acre parcel prior to building permitting, or seeks approval of a Waiver from the Planning and Zoning Commission for the front property line coverage requirement;
- 3) That the applicant provide cross-access easements for future vehicular use areas to the east and west of the site as part of the subdivision of this lot prior to building permitting;
- 4) That the applicant provide a legal description and exhibit for a portion of the sanitary sewer easement to be vacated, and that the easement is vacated prior to building permitting;
- 5) That the stacking lanes associated with the drive-through are expanded by at least two vehicles to ensure that banking teller drive-through traffic does not block ATM traffic; and
- 6) That the applicant address Engineering's comments in this report;

### **Waivers**

The Administrative Review Team recommends that the Planning and Zoning Commission consider **approval** of the following 2 Waivers:

- 1) Code Section 153.059(C)(4)(c)6 – A reduction in side yard setback for the drive-through speakers from 25 feet to approximately 10 feet.
- 2) Code Section 153.062(O)(4)(d)3 – Only one door on the front (south) and rear (north) façades of the building, where two each are required.

### **Parking Plan**

The Administrative Review Team recommends that the Planning and Zoning Commission consider **approval** of the Parking Plan with the following condition:

- 1) That the applicant provides a summary of their parking needs, including number of employees and anticipated customer parking needs.

### **Conditional Use**

The Administrative Review Team recommends that the Planning and Zoning Commission consider **approval** of the conditional use for the drive-through with the following condition:

- 1) That the applicant provides two additional ATM stacking spaces to ensure adequate circulation.

**ART ANALYSIS AND DETERMINATIONS**

*Applicable Site Plan Review Criteria*

Includes 153.059 - Uses, 153.062 – Building Types, 153.064 – Open Space Types, and 153.065 – Site Development Standards (Parking, Stormwater Management, Landscaping and Tree Preservation, Fencing Walls and Screening, Exterior Lighting, Utility Undergrounding, and Signs).

153.059 – Uses		
Code Section	Requirement	Analysis/Notes
Table 153.059-A	Permitted and Conditional Uses	<b>Met with conditional use approval.</b> Proposed uses (Bank and Office, General) are permitted. The drive-through is permitted only for banks after approval of a conditional use by the Planning and Zoning Commission.
(C)(4)(c)	Use Specific Standards for Drive-in/Drive-through	<ol style="list-style-type: none"> <li>1. <b>Met with conditional use approval.</b> Drive-throughs are conditionally permitted only for banks in the BSC Office District.</li> <li>2. <b>Met.</b> Drive-through stacking areas and service locations are not sited adjacent to a principal frontage street.</li> <li>3. <b>Met.</b> No speakers or service areas are between the principal structure and the front property line.</li> <li>4. <b>Met with condition.</b> The stacking lanes need to be expanded by at least two vehicles to ensure that banking teller drive-through traffic does not block ATM traffic.</li> <li>5. <b>Met with condition.</b> Perimeter buffering is required along the east side of the drive-through, along the east property line shared with an adjacent single-family detached dwelling unit. Landscaping details will be verified at the Site Plan Review.</li> <li>6. <b>Met with Waiver.</b> The proposed bank teller drive-through speakers are located approximately 10 feet from the east side property line, where a minimum of 25 feet is required.</li> <li>7. <b>Met.</b> The vehicular canopy is located to the rear of the principal structure and is designed to coordinate with its architecture. The canopy does not exceed the maximum permitted height.</li> <li>8. <b>Not applicable.</b> The site is not on a shopping corridor.</li> </ol>

153.062 – Building Types		
Code Section	Requirement	Analysis/Notes
(B)(3)	General Requirements	<b>Met. Zoning Districts:</b> The Loft building type is permitted in the BSC Office District.
		<b>Met. Uses:</b> Proposed uses are permitted in the district and in the building type without further use restrictions or use specific standards. The drive through requires conditional use approval.

153.062 – Building Types		
Code Section	Requirement	Analysis/Notes
		<p><b>Met. No Other Building Types:</b> Proposed building is generally consistent with the loft building type, based on the information submitted.</p> <p><b>Met. Permanent Structures:</b> The proposed building is a permanent structure.</p> <p><b>Met. Accessory Structures:</b> The drive-through vehicular canopy appears to meet applicable design requirements based on the information submitted and is sited in the buildable portion of the lot.</p>
(C)	General Building Type Layout and Relationships	<b>Met.</b> No building type incompatibilities present.
(D)(1)	Parapet Roof Type Requirements	<p><b>Met. Parapet Height:</b> The applicant has submitted a conceptual building plan that shows a parapet roof type with a building height of 28 ft. with a 2.5-ft. parapet (no rooftop mechanicals proposed at this time). Details to be verified at Site Plan Review.</p> <p><b>Met.</b> Parapet wraps the building along all façades.</p> <p><b>Met.</b> Horizontal shadow lines provided along the top of the parapet.</p> <p><b>Met.</b> No occupied space or half story is included in the roof line.</p>
(E)(1)	Façade Materials	<p><b>SPR.</b> The applicant has submitted a preliminary list of materials, including brick, cedar siding, copper wall siding, and manufactured cast stone. Stone, cedar siding, and brick are permitted primary materials and appear to cover more than 80% of each façade. Copper wall siding is permitted as a secondary material serving as an architectural accent.</p> <p>Code requires that, for individual facades over 1,000 sq. ft., a combination of primary materials be used to meet the 80% requirement, unless otherwise approved by the required reviewing body. The applicant should provide a calculation of the percentage of each material used on each elevation (exclusive of windows and doors) to verify that this requirement is met.</p>
(E)(2)	Façade Material Transitions	<b>Met.</b> Transitions between masonry material and copper wall siding occurs at inside corners. Brick is proposed over a masonry building base.
(E)(3)	Roof Materials	<b>Met/SPR.</b> The parapet roof is permitted, and material will be verified at Site Plan Review.
(E)(4)	Color	<b>Met/SPR.</b> The predominant building materials are natural. Any proposed painted elements will be verified at Site Plan Review.
(F)(1)	Entrances & Pedestrianways – Quantities and Locations	<b>Met with Waiver.</b> One entrance per 75 ft. of façade is required, with the main building entrance required on the PFS. This building has one door on the front façade which is 107 ft. long. A Waiver is required to permit only one entrance along the building's street frontage.

153.062 – Building Types		
Code Section	Requirement	Analysis/Notes
(F)(2)	Recessed Entrances	<b>Met.</b> All entrances are recessed a min. of 3 ft. from property lines.
(F)(3)	Entrance Design	<b>Met.</b> Entrances are required to be of a pedestrian scale, effectively address the street, and be given prominence on the building façade; the main entrance is required to be on the PFS, be fully functioning, and connect to the street with a sidewalk. This building has two main entrances, one of which is on the PFS. The architecture is designed to highlight the main entrance with a canopy feature.
(G)	Articulation of Stories on Street Façades	<b>Met.</b> Building design uses fenestration to differentiate stories.
(H)	Windows, Shutters, Awnings, and Canopies	<b>Met/SPR.</b> Transparency and other window details will be verified with the Site Plan Review, but all requirements appear to be met based on the information provided. Some spandrel glass is used between stories along the portions of the window using a curtain wall, but it does not impede transparency.
(I)	Balconies, Porches, Stoops, and Chimneys	<b>N/A.</b> None provided.
(J)	Treatments at Terminal Vistas	<b>N/A.</b> None required or provided.
(K)	Building Variety	<b>N/A.</b> Only one new building proposed; only adjacent building is an Existing Structure (single-family detached building).
(M)	Signs	<b>SPR.</b> To be reviewed as part of the Site Plan Review. The plans show two building-mounted signs on the south and north sides of the building facing West Dublin-Granville Road and the parking, and one ground sign adjacent to Banker Drive, all of which are permitted. Sign details are to be verified at Site Plan Review.
(N) & (O)	Individual Building Type Requirements	<i>Refer to following section. Details to be verified at Site Plan Review; the analysis below is based on the information submitted at this time.</i>
<b>SPR:</b> Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of the Site Plan Review. The proposal is required to meet Code, or request a Waiver.		

153.062(O)(13) – Loft Building Requirements			
Building Type Requirements	Code Requirement	Provided	Analysis/Notes
Number of Principal Buildings Permitted (per Lot)	Multiple	One	<b>Met</b>
Front Property Line Coverage (%)	Min. 75%	82%	<b>Met</b>
Occupation of Corner Required (Yes/No)	Yes	N/A	<b>N/A</b>
Front Required Building Zone Required (range, ft.)	0-15 ft.	Min. 3 ft./ Max. 6 ft.	<b>Met</b>
Corner Side RBZ Required (range, ft.)	0-15 ft.	N/A	<b>N/A</b>

<b>153.062(O)(13) – Loft Building Requirements</b>			
<b>Building Type Requirements</b>	<b>Code Requirement</b>	<b>Provided</b>	<b>Analysis/Notes</b>
Side Yard Setback Required (ft.)	5 ft.	Min. 5 ft.	<b>Met.</b> An Administrative Departure will be necessary to permit the mid-block pedestrianway along the property line.
Rear Yard Setback Required (ft.)	5 ft.	Min. 5 ft.	<b>Met</b>
Minimum Lot Width Required (ft.)	50 ft.	170 ft.	<b>Met</b>
Maximum Lot Width Required (ft.)	None	N/A	<b>N/A</b>
Maximum Impervious Lot Coverage (%)	80%	Approx. 54%	<b>Met</b>
Semi-Pervious Lot Coverage (%)	10%	N/A	<b>N/A</b>
Loading Facility Permitted (location relative to principal structure)	Rear	None Shown	<b>N/A</b>
Entry for Parking within Building (relative to principal structure)	N/A	N/A	<b>N/A</b>
Minimum Building Height Permitted (ft.)	2 stories	2 stories	<b>Met</b>
Maximum Building Height Permitted (ft.)	4.5 stories	2 stories	<b>Met</b>
Minimum Occupied Space Required (ft.)	Minimum 30 ft. depth facing street	Provided	<b>Met</b>
Ground Story Street Façade Transparency Required (%)	Min. 60% for non-residential uses	63%	<b>Met</b>
Upper Story Street Façade Transparency Required (%)	Min. 20%	60%	<b>Met</b>
Blank Wall Limitations (Yes/No)	Yes	Met	<b>Met</b>
Principal Entrance Location Required (relative to principal structure)	Principal Frontage Street	Principal Frontage Street	<b>Met</b>
Number of Street Façade Entrances Required (per ft. of façade)	1 per 75 ft. of façade (2 required)	1 per 108 ft.	<b>Waiver</b>
Parking Lot Façades: Number of Entrances	1 per 100 ft. of façade (min.)	1 per 108 ft.	<b>Waiver</b>
Mid-Building Pedestrianways Required (# per ft. of façade)	Not Required	N/A	<b>N/A</b>
Vertical Increments Required (location on principal structure)	No greater than every 40 ft.	Shown with a max. distance of 40 ft., 8 in.	<b>Adm. Dep.</b> Architecture should be revised to meet requirement, or request an Administrative Departure.

**153.062(O)(13) – Loft Building Requirements**

Building Type Requirements	Code Requirement	Provided	Analysis/Notes
Horizontal Façade Divisions Required (per ft. of façade)	On buildings 3 stories or taller; within 3 ft. of the top of the ground story	N/A	N/A
Permitted Primary Materials (types)	Stone, Brick, Glass	Brick, Stone	Met
Changes in Roof Plane/Type Required (per ft. of facade)	Not required for parapet roof type	N/A	N/A
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet	Met
Tower(s) Permitted (Yes/No)	Yes, at terminal vistas	None shown	N/A

**SPR:** Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of the Site Plan Review. The proposal is required to meet Code, or request a Site Plan Waiver.

**153.064 – Open Space Types**

Code Section	Requirement	Analysis/Notes
(C)	Provision of Open Space	<b>Met/SPR.</b> A total of 231 sq. ft. of open space is required for this 11,530-square-foot commercial building. A 1,000 -square-foot (approx.) pocket plaza has been provided on the west side of the building to meet this requirement. Details to be verified at Site Plan Review.
(D)	Suitability of Open Spaces	<b>Met/SPR.</b> The conceptual design and siting of the pocket plaza is consistent with the objectives for open space in the Bridge Street District. Connecting the pocket plaza to a mid-block pedestrianway and relocating bicycle parking spaces to this location will assist with activating the space.
(E)	Fee-in-Lieu of Open Space	<b>N/A.</b> The applicant is providing the required open space on-site.
(F) (G)	Open Space Types & General Requirements: Pocket Plaza	<p><b>Met.</b> Pocket plazas are intended to provide a formal open space of relatively small scale to serve as an impromptu gathering place for civic, social, and commercial purposes. The conceptual pocket plaza is designed as a well-defined area of refuge separate from the public sidewalk, with stone benches, a concrete patio, and a mixture of trees, shrubs, and perennial plants.</p> <p>Pocket Plaza Dimensional Requirements: <b>Met/SPR.</b></p> <ul style="list-style-type: none"> <li>• Size (Min. 300 sq. ft.; Max. 1200 sq. ft.; Min. 10-ft. wide): Met.</li> <li>• Min. % Along Street (30%): Met.</li> <li>• Zoning Districts Permitted: Met.</li> <li>• Frontage Orientation (Front or Corner): Met.</li> <li>• Uses/Structures (None Permitted): Met.</li> </ul>

153.064 – Open Space Types		
Code Section	Requirement	Analysis/Notes
		<ul style="list-style-type: none"> <li>Impervious + Semi-Pervious (Max. 80%+10%): Met.</li> <li>Max. % Open Water (20%): Met.</li> </ul>
<p><b>SPR:</b> Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of the Site Plan Review. The proposal is required to meet Code, or request a Site Plan Waiver.</p>		

153.065(B) – Site Development Standards – Parking and Loading		
Code Section	Requirement	Analysis/Notes
(1)(b)	Parking Location	<b>Met.</b> Provided on-site surface parking toward the rear of the site off of Banker Drive within the buildable area of the lot. No on-street parking is currently available.
(1)(d)&(e)	Parking Lot Lighting & Landscaping	<b>SPR.</b> The applicant will be required to demonstrate compliance with applicable lighting and landscaping requirements for parking lots at the Site Plan Review.
(1)(f)	Parking Plan Required	<b>Met through Parking Plan.</b> A parking plan is required for this site since the applicant is proposing more on-site parking than the maximum permitted by Code. Refer to <i>Required Vehicle Parking</i> below.
(2)	Required Vehicle Parking	<b>Met through Parking Plan.</b> Based on a total of 11,530 sq. ft. of building with a minimum requirement of 2.5 parking spaces per 1,000 square feet of bank/office space, 29 parking spaces are required, with a maximum of 125% of the minimum number (37 spaces) permitted. The plan shows 45 parking spaces, with 9 future spaces. The applicant indicates that they need the additional spaces to accommodate the employees at this location in addition to customers.
(3)	Required Bicycle Parking	<b>Met/SPR.</b> A minimum of 4 bicycle parking spaces are required. The plans show that 6 bicycle spaces are provided. The applicant will also be required to provide a bicycle parking facility that demonstrates compliance with Code Section 153.065(B)(3)(c), Facility Type.
(4)	Off-Street Parking Space and Aisle Dimensions	<b>Met/SPR.</b> Details to be verified at Site Plan Review.
(5)	Parking Structure Design	<b>N/A.</b> No parking structure proposed.
(6)	Surface Parking Lot and Loading Area Design and Construction	<b>Met with Adm. Departure/SPR.</b> Surface parking lot design details to be verified with the Site Plan Review. There is a limit of one driveway per lot or parcel. At the present time the entire parcel has two curb cuts on Banker Drive. The intent is to limit access onto Banker Drive to these two existing curb cuts for any development on this block. Driveways are limited to 22 ft. at the intersection with the adjacent street right-of-way; however, the existing conditions include 24-ft. wide driveways off of Banker Drive. Approval of an Administrative Departure will be needed.

153.065(B) – Site Development Standards – Parking and Loading		
Code Section	Requirement	Analysis/Notes
(7)	Required Loading Spaces	<b>N/A.</b> No loading spaces are required for this project.
<b>SPR:</b> Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of the Site Plan Review. The proposal is required to meet Code, or request a Site Plan Waiver.		

153.065(C) – Site Development Standards – Stormwater Management		
Code Section	Requirement	Analysis/Notes
153.065(C)	Stormwater Management	<b>SPR.</b> The applicant is currently coordinating master stormwater management for public and private improvements with the City; details to be verified at Site Plan Review (refer to Engineering comments in Part II). Bioswales are proposed in the parking lot islands and adjacent to the pocket plaza to provide stormwater management for this development.
<b>SPR:</b> Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of the Site Plan Review. The proposal is required to meet Code, or request a Site Plan Waiver.		

153.065(D) – Site Development Standards – Landscaping & Tree Preservation		
Code Section	Requirement	Analysis/Notes
(2)	General Landscaping and Tree Preservation Req.	<b>SPR. <i>Tree Protection:</i></b> The applicant has submitted a tree survey showing the majority of the existing vegetation toward the center of the existing parcel (along the western portion of the site).
		<b>SPR. <i>Landscape Beds:</i></b> A minimum of 80% of the surface area of any landscape bed shall be covered within four years of installation with living materials.
		<b>SPR. <i>Irrigation systems, Site Visibility Triangles, Use of a Landscape Architect to Prepare Plans:</i></b>
(3)	Street Trees	<b>SPR. <i>Spacing and Location:</i></b> Street trees exist along West Dublin-Granville Road; approximately 11 street trees are required (and provided) along Banker Drive between the site and David Road.
		<b>SPR. <i>Planting Details:</i></b>
(4)	Perimeter Landscape Buffering	<b>SPR.</b> Perimeter landscape buffering is required along the eastern property line between the proposed drive-through and the existing single-family detached dwelling unit on the adjacent lot.

153.065(D) – Site Development Standards – Landscaping & Tree Preservation		
Code Section	Requirement	Analysis/Notes
(5)	Surface Parking and Circulation Area Landscaping	<p><b>Met with future Administrative Departure/SPR.</b> <i>Street Frontage Screening:</i> All surface parking lots containing 10 or more spaces are required to provide screening from adjacent streets. The proposed on-site parking lot is required to provide 1 deciduous tree per 40 ft. at least 5 shrubs per 25 lineal ft. installed within 5 ft. of the edge of the parking lot. The applicant is proposing to install portions of the required landscaping along Banker Drive closer to the public right-of-way to allow for future parking to be installed should it be needed, requiring a future Administrative Departure. The applicant will be required to demonstrate compliance with all other requirements as part of the Site Plan Review.</p> <p><b>SPR.</b> <i>Interior Landscaping:</i> All surface parking lots containing 10 or more spaces are required to provide a minimum of 5% of interior parking lot area with landscaping, as well as interior landscaping provided through landscape islands/peninsulas, interior tree lawns, and/or a large consolidated island. The applicant is showing landscape peninsulas and a large interior tree lawn that appears to meet this requirement.</p>
(6)	Required Building Zone (RBZ) Treatment	<b>SPR.</b> A landscape RBZ treatment is shown, which appears to meet Code.
(7)	Foundation Planting	<b>SPR.</b>
(8)-(11)	Tree Preservation and Replacement	<b>SPR.</b> The information submitted by the applicant indicates that 17 caliper inches will be removed and replaced on-site.
<b>SPR:</b> Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of the Site Plan Review. The proposal is required to meet Code, or request a Site Plan Waiver.		

153.065(E) – Site Development Standards – Fencing, Walls, and Screening		
Code Section	Requirement	Analysis/Notes
(1)	Fence and Wall Standards	<b>Met.</b> Since the applicant is required to provide a street wall as part of the screening for the off-street parking area and service structures, and because the applicant is using the street wall to meet the front property line coverage requirement, this Code Section applies.
(2)	Street Wall Standards	<b>Met with condition/SPR.</b> The applicant is proposing a masonry street wall, which is intended to coordinate with the architectural character of the building to which it is associated. The applicant will be required to provide street wall details showing its relationship to the principal building, as well as landscaping details as part of the Site Plan Review.

153.065(E) – Site Development Standards – Fencing, Walls, and Screening		
Code Section	Requirement	Analysis/Notes
(3)	Screening	<b>Met/SPR.</b> The applicant will be required to screen the proposed dumpster, transformer, and ground-mounted mechanical equipment with appropriate screening that meets this requirement. Additional details to be verified at Site Plan Review.
<b>SPR:</b> Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of the Site Plan Review. The proposal is required to meet Code, or request a Site Plan Waiver.		

153.065(F) – Site Development Standards – Exterior Lighting		
Code Section	Requirement	Analysis/Notes
(3)	Exemptions	<b>SPR.</b> Pedestrian ground lighting not required for review, but should be included on landscape and lighting plans.
(4)	Fixture Power and Efficiency	<b>SPR.</b>
(5)-(8)	Shielding, Lighting Uniformity/Trespass, Light Poles	<b>SPR.</b>
(9)-(10)	Wall & Canopy Lighting	<b>SPR.</b> Fixtures not yet shown on buildings.
<b>SPR:</b> Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of the Site Plan Review. The proposal is required to meet Code, or request a Site Plan Waiver.		

153.065(G) – Site Development Standards – Utility Underground		
Code Section	Requirement	Analysis/Notes
(G)	Utility Undergrounding	<b>Met.</b> No overhead utilities in this area for undergrounding.

153.065(H) – Site Development Standards – Signs		
Code Section	Requirement	Analysis/Notes
(H)	Signs	<b>SPR.</b> Only conceptual sign placement is shown at this point. Signs will be required to be reviewed at the Site Plan Review as part of the building's architecture, and will need to meet Code in terms of size, number, design, etc.

**To: The City of Dublin**

**From: David B. Meleca**

**Re: State Bank Building – Architectural Critique**

**Date: 28 January 2014**

From the Bridge Street Corridor code standpoint I believe it meets all the standards except for the following:

- a. There is no “expression line” along the parapet
- b. An additional entry door needs to be added on the street side.

As for my Architectural Aesthetic Critique:

- a. The architecture is too disjointed
  1. Too many different materials
  2. The materials not integrated enough
  3. The banded stone piers are not incorporated thus feel foreign to the building
  4. The uniform stoned-framed windows forming the large bays are foreign to the non-articulated random-sized punched windows
- b. Incorporation of stone bandings or brick bandings could be added into the main building (maybe to form a base) would help the integration
- c. The architecture should articulate a base, middle and top
- d. Entry canopy pier spacing has no relationship to the building bay windows or the buildings overall massing. Incorporate a coordinated bay spacing.
- e. The cedar siding on the canopies feels foreign and too residential. I suggest copper as a substitute.
- f. The copper entry would feel better if it is pushed above the abutting parapets, giving a stronger hierarchy to the entry.
- g. Are there any exterior light fixtures? They would help to enliven the building façade and pedestrian experience.
- h. The eastern most handicap space will be tough to maneuver in and out of. I suggest fixing the dead-end drive.
- i. The eastern most entry drive has an uncomfortable “kink” in its radii with relationship to the drive aisles and street
- j. The western side sidewalk should extend and connect to the street sidewalk

MTL-1 14  
CS-2 2  
BRK-1 1  
SF-1 9  
CS-2 2

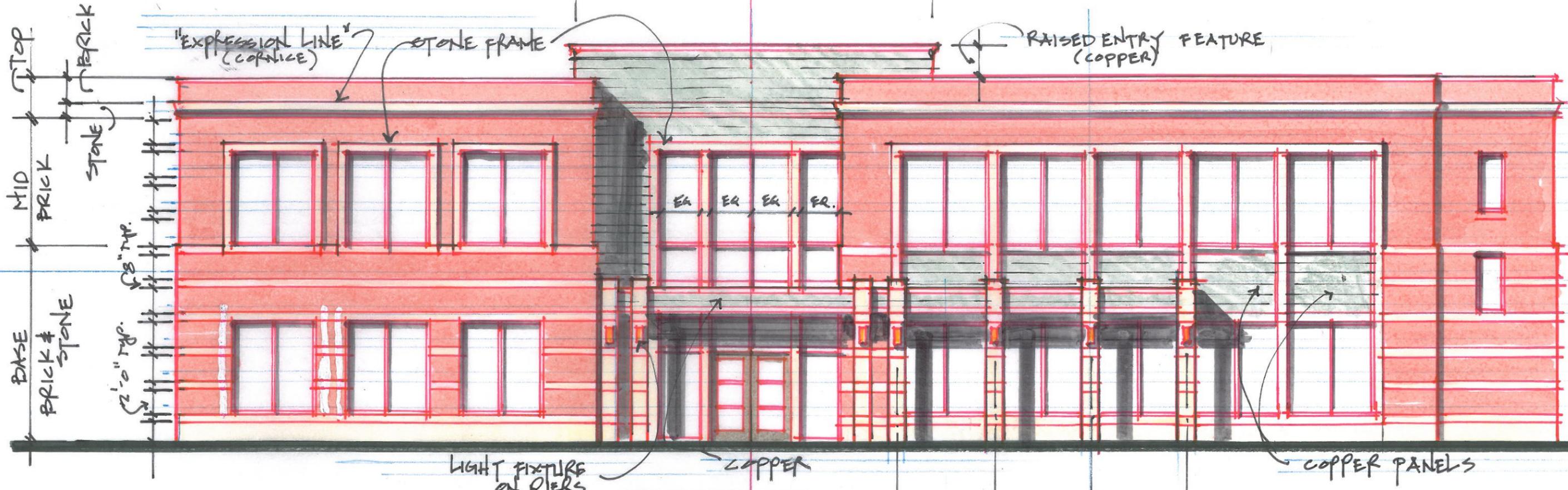
CW-1 8  
CP-1 13

3 CS-2

14  
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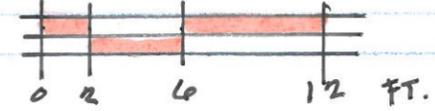


EA. EA.



30 JANUARY 2014

DAVID B.  
**MELECA**  
ARCHITECTS LLC



Architectural Consultant's Report