City of Dublin
LAND USE & LONG RANGE PLANNING

August 7, 2014

Basic Development Plan Review & Preliminary Plat

14-070BPR/PP – Bridge Park East

Mixed-Use Development Project – Riverside Drive and West Dublin-Granville Road

This is a request for preliminary review for seven new blocks for future development on approximately 30.9 acres, in addition to new public rights-of-way for a future mixed-use development east of Riverside Drive (relocated), south of the future John Shields Parkway, west of Tuller Ridge Drive, and north of West Dublin-Granville Road. This is a request for review and recommendation of approval to the Planning and Zoning Commission for a Basic Development Plan Review application under the provisions of Zoning Code Section 153.066(D). This is also a request for review and recommendation of approval to City Council for a Preliminary Plat under the provisions of the Subdivision Regulations.

Date of Application Acceptance
Wednesday, July 9, 2014

Date of ART Recommendation to the Planning and Zoning Commission
Thursday, July 31, 2014

Date of PZC Determination
Thursday, August 7, 2014

Case Manager
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PART I: Application Overview

Zoning District	BSD Scioto River Neighborhood District (Pending rezoning – cases 14-039ADMC/14-040Z)
Review Type	Basic Development Plan Review and Preliminary Plat
Development Proposal	Seven new blocks for development on approximately 30.9 acres, in addition to new public rights-of-way, for a future mixed-use development. Following approval of the Basic Development Plan and Preliminary Plat, the applicant will be required to file applications for Development Plan Review, Basic Site Plan Review, Site Plan Review, and Final Plat.
Use	Mixed use of residential, commercial, and office uses (planned mix of uses will be determined through future Development Plan and Site Plan Reviews).
Building Types	Varies (will be approved with future Development Plan and Site Plan Reviews).
Administrative Departures	None.
Development Plan Waivers	Code Section 153.060(C)(2)(a) – To increase the maximum permitted block dimensions for Block 'D' (increasing maximum block length from 500 feet to ±594 feet on the west and 607 feet on the east, and maximum block perimeter from 1,750 feet to ±1,886 feet); Code Section 153.060(C)(2)(a) – To increase the maximum permitted block dimensions for Block 'H' (increasing maximum block length from 500 feet to ±630 feet on the west and 686 feet on the east, and maximum block perimeter from 1,750 feet to ±1,945 feet).
Property Owners	Scioto Tuller Acquisition, LLC; Invictus Land Holding, LLC; FHIT, LLC; Central Ohio Transit Authority; Dublin Imaging and Sports Medicine Building, Ltd.; BPACQ, LLC; City of Dublin.
Applicant	Nelson Yoder, Principal, Crawford Hoying Development Partners.
Case Manager	Rachel S. Ray, AICP, Planner II, (614) 410-4656 | rray@dublin.oh.us

Application Review Procedure: Basic 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(E) applicable to Development Plan Reviews, §153.066(F) applicable to Site Plan Reviews (if applicable) 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 Development Plan Review applications based on §153.066(D)(3)(a).

Application Contents and Overview

The purpose of this application for Basic Development Plan Review is to evaluate, at a conceptual level, the cohesiveness of the framework that will enable the Bridge Park East mixed-use development. The Basic Development Plan Review includes an analysis of the project based on the principles of walkable urbanism and the Community Plan's (Bridge Street District Area Plan) objectives for this area. This application is not intended to provide a determination on all project details associated with the public or private realm; further details will be determined at the Development Plan Review, Basic Site Plan/Site Plan and Final Plat stages.

The development framework included with the Basic Development Plan Review sets the tone for the public realm. The public realm is comprised of the street network, block layout, and lots for development. The applicant has also begun to conduct a preliminary analysis of the applicable placemaking foundations described in the BSD Scioto River Neighborhood zoning district requirements.

The proposed plan includes:

- A grid street network;
- Seven development blocks (Blocks A, B, C, D, F, G, H) subdivided by private access drives and mid-block pedestrianways (Block 'E' is the designation currently applied to land north of John Shields Parkway, east of Riverside Drive, and is not included with this application);
- Three new public streets (Broadstone Avenue, Tuller Ridge Drive, Mooney Street);
- A future mixed-use shopping corridor designated along portions of Broadstone Avenue and Riverside Drive; and
- A preliminary plat for the project site that includes the reconfiguration of rights-of-way for John Shields Parkway and Riverside Drive and the necessary vacation and reconfiguration of the right-of-way for the east/west portion of Dale Drive.

Land Use. The applicant has preliminarily identified the following uses and conceptual square footages for this project (actual uses, square footages, required parking, etc. to be determined at the Development Plan and Site Plan Reviews):

- Residential: 1,083,000 sq. ft.
- Parking: 955,000 sq. ft.
- Office: 200,000 sq. ft.
- Hotel/Conference: 136,000 sq. ft.
- Eating/Drinking: 60,000 sq. ft.
- Fitness/Indoor Entertainment: 38,000 sq. ft.
- Retail/Service: 28,000 sq. ft.

Public/Private Street Network. This Basic Development Plan proposes a combination public/private street system, with the following streets to be dedicated as public right-of-way (platted):

- Broadstone Avenue
- Tuller Ridge Drive
- Mooney Street

Other existing public streets bordering this development will not be dedicated as part of this project, but will include minor right-of-way adjustments and other minor improvements in coordination with the Bridge Park East development:

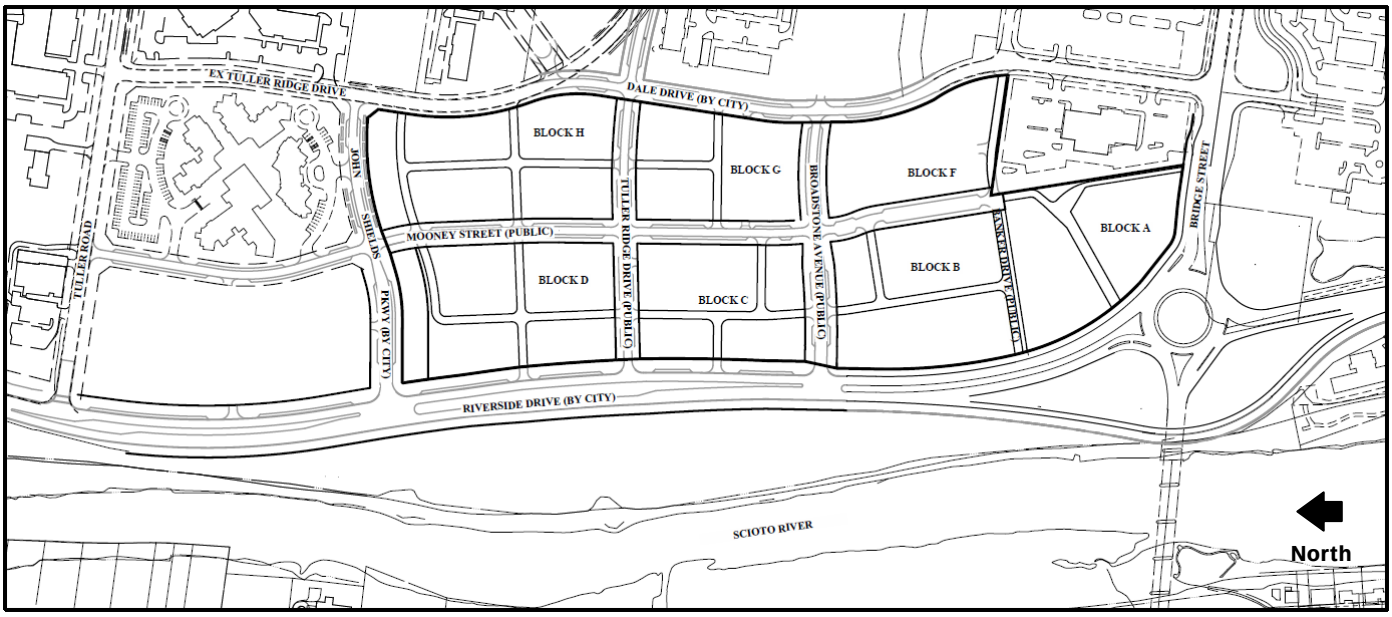
- Riverside Drive – minor adjustments to the right-of-way as part of the Preliminary Plat; coordinating the design of the public realm with the private development (details to be determined with the Development Plan Review).
- John Shields Parkway (and abutting greenway) – minor adjustments to the right-of-way alignment as

part of the Preliminary Plat.

- Dale Drive (Dale Drive/Tuller Road Connector Road) – the City has already obtained the right-of-way for this roadway, with construction beginning in Fall 2014. The final design of the roadway will be coordinated with the adjacent private development.

Many of the other neighborhood streets shown on the plans will remain privately owned with public access easements. Several of these streets (Banker Drive between Riverside Drive and Mooney Street; Winder Street, Mays Avenue, Colwell Avenue, Larimer Avenue, Longshore Avenue, Gregg Street, and "Avenue A") will be constructed over below-grade parking structures, and therefore cannot be dedicated as public right-of-way. The intent of these private drives is to be constructed as a seamless extension of the dedicated public streets. Access, long-term maintenance and serviceability of the streets, and other considerations will be addressed through the development agreement.

Potential street names have been applied to all proposed streets; final street names will be determined prior to City Council review of the Preliminary Plat.

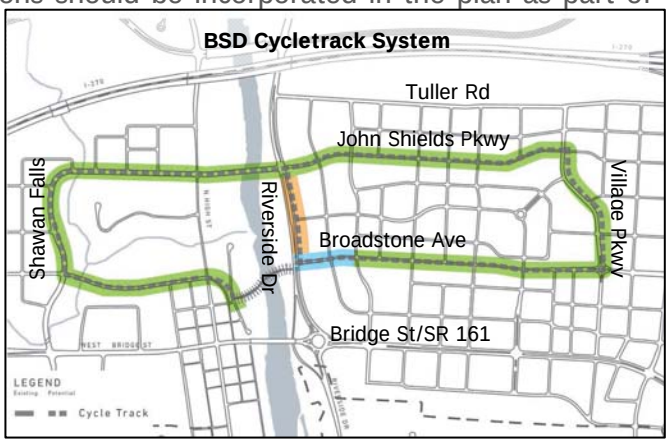


Proposed Block Layout

Block Size and Access. The Basic Development Plan application is intended to establish the framework of streets and blocks enabling future development consistent with the Community Plan (BSD Area Plan and Thoroughfare Plan) and the BSD zoning regulations, in addition to the Principles of Walkable Urbanism included in the Code. This application depicts seven blocks for future development, defined by a combination of public streets and private drives (refer to *Public/Private Street Network*, above):

- Block 'A' – Frontage along the Riverside Drive/SR 161 roundabout.
- Blocks 'B' and 'C' – Frontages along Riverside Drive and Broadstone Avenue; includes designated shopping corridors along Broadstone Avenue (the north/south block faces, respectively), and portions of their west block faces.
- Block 'D' – Frontage along Riverside Drive and John Shields Parkway, with the John Shields Parkway greenway running along the north side of the block.
- (Block 'E' – not included with this application. For the applicant's planning purposes, the label has been applied to the land on the north side of John Shields Parkway, south of Tuller Road.)
- Blocks 'F' and 'G' – Frontages along Dale Drive and Broadstone Avenue.
- Block 'H' – Frontage along Dale Drive and John Shields Parkway, with the John Shields Parkway greenway running along the north side of the block.

Street Types. The Preliminary Plat plans incorporate typical street sections coordinated with the City that are appropriate for Broadstone Avenue (Principal Frontage Street), Mooney Street and Tuller Ridge Drive (Neighborhood Streets), and the typical private drive sections. Refer to the Preliminary Plat analysis, below, for more on the street section. Modifications to the street sections should be incorporated in the plan as part of the Development Plan Review submittal.



Bicycle Facilities. Five-foot cycletracks will be provided on the north and south sides of Broadstone Avenue, adjacent to the six-foot sidewalks. A two-way, eight-foot cycletrack continues along Riverside Drive to the north of Broadstone Avenue, connecting to the cycletrack planned along John Shields Parkway and the regional cycletrack network (refer to conceptual graphic, at right). Details, including materials, will be provided with Development Plan Review and Final Plat.

Preliminary Plat

- Overview: The proposed preliminary plat for 30.9 acres establishes seven blocks coinciding with seven developable lots with new public rights-of-way to establish the street network, block layout and dimensions for a portion of the BSD Scioto River Neighborhood District. Additional internal access will be provided from private drives in dedicated reserves. The plat includes the vacation of the east/west segment of Dale Drive and realignments of portions of existing rights-of-way.

  Broadstone Avenue is the east-west District Connector street intended to provide a future road connection from Sawmill Road to Riverside Drive. The road currently connects Shamrock Boulevard and Sawmill Road at existing Village Parkway. The proposed 76-foot street section includes:
  - Two 11-foot travel lanes (an 11-foot left turn lane is included in the segment adjacent to Riverside Drive, for a total 87-ft. right-of-way);
  - 8-ft. parallel parking spaces on both sides of the street (constructed with permeable pavement for stormwater management);
  - 3-ft. carriage walks adjacent to the parallel parking;
  - 5-ft. planter/sidewalk area;
  - 5-ft. cycletrack;
  - 6-ft. sidewalk.

  Tuller Ridge Drive is a Neighborhood Street that runs east/west and connects the existing, realigned Tuller Ridge Drive (realigned as part of the Dale/Tuller Connector road project currently advancing toward construction) with Riverside Drive. *Mooney Street* connects is a Neighborhood Street that runs north/south and connects the existing, dedicated Mooney Street north of John Shields Parkway, south through the Bridge Park East development to future Bank Drive extension. The 65-foot right-of-way for both streets accommodates all required streetscape elements, including:
  - Two 11-ft. travel lanes (an 11-foot left turn lane is included in the segment adjacent to Riverside Drive, for a total 87-ft. right-of-way);
  - 8-foot parallel parking spaces on both sides of the street (constructed with permeable pavement for stormwater management);
  - 2.5-ft. carriage walks adjacent to the parallel parking;
  - 5-ft. planter/sidewalk area;
  - 6-ft. sidewalk.

- Plat Contents – The Subdivision Regulations, §152.018, have content requirements for preliminary plats. The requirements include general plat information, the detailed depiction of the existing site conditions, public street information, including street sections, and a tree preservation plan.

- Plat Information – The proposed preliminary plat includes a vicinity map showing the general location of the subdivision as required. The name of the plat is *Preliminary Plat for Bridge Park East*.

- Site Conditions – The plat shows existing site conditions, including the existing parcel lines, rights-of-way, building footprints, vehicular use areas, grades, and utilities.

- Streets – The Subdivision Regulations require the preliminary plat to include street details. The applicant has provided sections for each of the proposed streets. The access points onto the public streets and the new intersections are acceptable at this preliminary stage and the general layout of the streets conforms to the Street Network map in the Bridge Street Code.

  The Subdivision Regulations 152.029(B)(6) require rights-of-way at street intersections be connected with a straight line tangent to the intersection. The plat does not include this chamfered intersection detail due to the Bridge Street provisions of the Zoning Code that require corner occupancy by buildings. The Commission and City Council may modify this requirement with the approval of the plat. Engineering recommends approval of this modification.

- Grading & Utilities – There is a public 36-inch sanitary sewer trunk which runs along the east side of the existing location of Riverside Drive. This line will not be relocated with the roadway project. A connection to this sewer will serve Blocks 'B,' 'C,' 'F,' and 'G.' A new sanitary sewer along the south side of John Shields Parkway will serve Blocks 'D' and 'H.' The applicant should show provision of sewer service to Block 'A.'

  This proposal includes the removal of an existing 8-inch water line across the front of the existing shopping center. Approval for this must be gained from both Dublin and Columbus. A new 12-inch water line will be installed along the eastern side of realigned Riverside Drive, along the entire frontage of this project. Other water lines that exist in the area to serve this development include a 12-inch line on Tuller Ridge Drive (north/east sides), a 12-inch line on Dale Drive (south/west sides), and a 24-inch line on East Bridge Street (south side).

  The public improvements will be done in compliance with Chapter 53, Stormwater Regulations and the OEPA General Construction Permit. The applicant is proposing to use a permeable paver in the parallel parking spaces along the public streets. This will provide the necessary water quality storm control measures to meet both the City and State's requirements.

  Very preliminary stormwater management calculations have been conducted for the private elements of the project. The City of Dublin's Stormwater Management Design Manual does not require this project to provide quantity control as it is directly connected to the Scioto River. The site will however have to provide the required quality control measures required by the OEPA in the General Construction Permit. The plans show that the public parallel parking spaces may be used to provide the quality control needs; however, the City's stormwater design manual does not allow this because the permeable pavers in parallel parking areas are for public roadway compliance. Additional areas will be needed within the blocks that can provide the necessary stormwater quality control. This could be integrated appropriately with the necessary open space needs required of the Zoning Code.

In addition, the drainage from the parking garage needs careful consideration especially in terms of flood routing. Additional details as to how the building and garage drains connect to the public system along the roadways will also be needed.

- Open Space – Open space is required, with the locations and acreages to be determined with the Development Plan and Site Plan Reviews. Preliminary locations of several open spaces have been provided. Public access easements for all publicly accessible open spaces will need to be included on the final plat.

- Tree Preservation – The tree survey includes a table listing all trees to be removed and their conditions and shows 136 trees, or 1,617 inches, to be removed. Code Section 153.065(D)(9)(b) provides for exemptions to tree replacements requirements when trees were required as part of a previously approved development plan, where structures are located where required by the Zoning Code and for the provision of utilities.

Application History

Informal Review
The Planning and Zoning Commission conducted an Informal Review of this project on November 14, 2013 following an introduction of the project proposal as part of the Bridge Street District Scioto River Corridor Community Forum held on October 22, 2013. This step was included in the review process to obtain higher level feedback on the concept and proposed architectural character and to inform the project elements that would be addressed through the development agreement.

City Council Informal
City Council provided informal feedback on the project at a Work Session held on May 12, 2014.

BSD Scioto River Neighborhood District | Zoning Code Amendment & Zoning Map Amendment
The first step in the process was a City-sponsored Zoning Code amendment and area rezoning of land including the project area from a series of separate parcels with three different zoning district classifications to a single neighborhood zoning district.

The new BSD Scioto River Neighborhood District allows the Bridge Street District zoning regulations to better fit the intent of the larger, unified development anticipated for the Scioto River Corridor area and initiated with this project. The new zoning district allows a coordinated combination of regulations that apply across the previous three zoning districts, including the application of such provisions as the creation of a new shopping corridor, new building type requirements, greater diversity of uses, a finer grain for lot and block requirements, comprehensive sign plans, coordinated open spaces, and parking requirements that maximize opportunities for shared parking.

On July 10, 2014, the Planning and Zoning Commission recommended approval to City Council for the rezoning of the land included in this application, in addition to several adjacent parcels, to the new BSD Scioto River Neighborhood District from the existing BSC Commercial, Office Residential, and Residential zoning districts. The area rezoning is scheduled for first reading at City Council on August 11, 2014, with second reading/public hearing on August 25, 2014 (with an anticipated effective date of September 24, 2014).

Pre-Application Review
The Administrative Review Team conducted a Pre-Application Review for this project on July 3, 2014. Comments were provided to the applicant to permit the application to meet the requirements of the new Bridge Street District zoning regulations and the objectives of the Bridge Street District Area Plan.

ART Recommendation
The Administrative Review Team made a recommendation to the Planning and Zoning Commission on this application, including the two requested Waivers, the Basic Development Plan Review, and Preliminary Plat at their meeting on July 31, 2014.

Process Overview – Current Application

Basic Development Plan Review
The project elements reviewed as part of the Basic Development Plan include the proposed street network, block framework and street types.

Preliminary Plat Review
The project involves the subdivision of land into multiple parcels/lots and blocks for development, in addition to the dedication of right-of-way, reconfiguration of lot lines, right-of-way vacation, and establishing reserves for private drives. The preliminary plat includes a preliminary master utility plan and tree survey, in addition to other information necessary for future Final Plats, likely to be phased in sections corresponding with development phasing. Preliminary (and Final) Plats require review and approval by the Planning and Zoning Commission and City Council.

Waiver Review
Although in its preliminary stages, the applicant and the ART have identified project elements that require Waivers for review and determination by the Planning and Zoning Commission.

Future Applications

The next step following this application is the Development Plan Review to determine the detailed elements of the public realm, which will correspond with phased Final Plat sections. The applicant may also proceed with filing applications for Basic Site Plan Review for conceptual reviews of the project site details including building types/architecture, open spaces, parking, landscaping, stormwater, and signs.

The last step prior to building permitting is Site Plan Review, which is a highly detailed review of all project elements reviewed at a high level during the Basic Site Plan Review. The ART recommended a separate Development Plan/Site Plan Review due to the complexity of this development proposal and the applicant's desire to receive feedback and approvals on the project at each step in the process.

Planning and Zoning Commission Determinations

The Administrative Review Team has conducted its 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 Development Plan (and later, Site Plan Review).

Four actions will be required by the Planning and Zoning Commission with this application:

1) Development Plan Waiver Review – 2 Waivers;
2) Basic Development Plan Review, based on the review criteria of §153.066(E)(3) for Development Plan Review;
3) Preliminary Plat review; and
4) Required reviewing body determination for Development Plan reviews.

The Administrative Review Team has made recommendations on items 1-3.

PART II: Administrative Review Team Comments

Planning, Engineering, and Parks & Open Space

The Bridge Park East mixed-use development project is one of the first and most significant steps toward development of the Scioto River Corridor, serving as the centerpiece of the Bridge Street District. Given its high visibility along several of the most prominent streets in Dublin; Riverside Drive, State Route 161/West Dublin-Granville Road, and John Shields Parkway, this development will set the tone for the Bridge Street District, serving as a national model and making a statement about the ability to implement urban development in suburban communities like Dublin.

The street network, block framework, site, building, and open space designs for the Bridge Park East mixed-use development *must* serve as examples of desirable Bridge Street District development, and this can only be accomplished through exacting attention to detail, thorough and well-coordinated planning, and adherence to applicable Code requirements. This application should be viewed as the first of a series of opportunities to continuously refine the project to ensure that the result is a distinctive, high-quality mixed-use urban neighborhood with a sense of community that will stand the test of time.

As this application is for the Basic Development Plan/Preliminary Plat, there are many details still to be identified and coordinated in later, more detailed approvals. However, with the momentum behind this project and a desire to advance the planning in an expedient manner, it is critical that the applicant obtain feedback and approvals at critical milestones of the project. There will be additional opportunities for the Commission to make determinations on the phased portions of the future Development Plans, Final Plat sections, Basic Site Plan Review(s), and Site Plan Reviews (likely to occur by block).

The following are the primary considerations from Planning, Engineering, and Parks & Open Space.

Development Agreement. At this time, City Council has not approved a development agreement, although the City Administration is actively working with the developer to establish agreeable terms. A project of this size, scale, and impact requires significant partnership between the City, the developer, property owners, and many other interested parties. In addition to project financing, the development agreement is expected to address the following:

- A series of land acquisition and/or land swap issues
- Public improvement design and construction responsibilities
- Park and open space issues
- Parking facility and policy issues
- Other public and private development investment responsibilities
- Project phasing
- Function, design, and maintenance responsibilities for private and public access drives

Public/Private Street Network. The roadway shown designated as “Reserve I” (Banker Drive extension) on the south side of Block F should be dedicated public right-of-way to facilitate fire access; however, given the steep slope anticipated with this roadway, no on-street parking will be required on this street.

Block Size and Access. Waivers are required for the sizes of Blocks ‘D’ and ‘H’ because they each exceed the maximum block length on two sides, and the maximum total perimeter. These Waiver requests are, to some extent, “technical” Waivers, as the intent of the block size requirements is to prohibit overly large “superblocks” that preclude pedestrian connectivity and fail to appropriately distribute vehicular traffic. However, these blocks are interrupted by private service drives and mid-block pedestrianways that

accommodate vehicular traffic and provide pedestrian connections. Refer to the Waiver Analysis in Part III of this report.

Shopping Corridor/Pedestrian-Oriented Streetscape. A minimum of 12 feet of clear sidewalk width is required to be provided along designated shopping corridors. The planned roadway section for Riverside Drive shows a minimum clear area of 18 feet (eight-foot cycletrack adjacent to a 10-foot sidewalk), with some additional overlap into the Required Building Zones (on private lots). The roadway sections for Broadstone Avenue show a minimum clear area of 11 feet (five-foot cycletrack adjacent to six-foot sidewalk). As part of the Development Plan Review, the applicant will need to provide the remaining one foot (for a total of 12 feet) as part of the public streetscape along the private development abutting the right-of-way. Sidewalk, building siting and shopping corridor details will be determined as part of the Development Plan and Site Plan Reviews to ensure a cohesive, high-quality public realm.

Open Space Type, Distribution, Suitability and Design. One of the best opportunities for the Bridge Park East development is the provision of an exceptional public realm, enhanced by high quality urban open space nodes throughout the entire BSD Scioto River Neighborhood District. While this project includes a variety of quality, private open spaces, many in the form of rooftop terraces and gathering spaces, residents, visitors, and workers from these locations will generate a need for other public spaces outside of its private realm. The applicant should continue to work with the City to identify and provide the required open space within the walkable distance requirements of the Code, consistent with the open space character and network considerations described in the Neighborhood Standards section.

Given their importance, open spaces should be provided as development occurs, rather than purchased after-the-fact using parkland funds generated from fees-in-lieu of open space dedication payments.

In addition, Parks and Open Space is continuing to develop a conceptual plan to establish the intended character and function for the greenway along John Shields Parkway in coordination with other development projects to the east, and will provide guidance to the applicant for design details to be incorporated into the Site Plan Review.

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.

Fire

Washington Township Fire Department has reviewed the Bridge Park East Development Plan and has the following comments to be addressed as part of the Development Plan Review:

1. Identify fire hydrants to further evaluate compliance with Dublin Fire Code (DFC) Sections 508.5.1 and 912.2.

   DFC 508.5.1 addresses where hydrants are required: *Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the code official.* An exception includes: *For buildings equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1 or 903.3.1.2, the minimum distance requirement shall be 600 feet.* DFC 912.2 addresses sprinkler/standpipe connections (FDC) on buildings and required proximity to fire hydrants: *Fire department connections shall be located not more than 100 feet from the nearest fire hydrant connected to an approved water supply.*

2. Based on proposed footprint size of buildings B4 and F2, Mooney Street south of Broadstone Avenue and Banker Drive east of Mooney Street, west of Dale Drive, shall be required to be public streets to meet the requirements of DFC Section 503.1.1 and BSC Section 153.061.

   DFC 503.1.1 addresses approved fire apparatus access road location requirements for buildings: *Approved fire apparatus access roads (FAAR) shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The FAAR shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility or any portion of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. The code official is authorized to increase the dimension of 150 feet if the building is equipped throughout with an approved automatic sprinkler system installed in accordance with DFC 903.3.1.1, 903.3.1.2 or 903.3.1.3.* This approved length is typically around 300 feet.

3. Fire will need further evaluation of the private drives on top of lower level garages to determine compliance with DFC D102.1.

   Although the public street layout and proposed water main distribution will meet DFC requirements, the private drives (Reserves B, C, and D and Banker Drive between Riverside Drive and Mooney Street) may be used by fire apparatus on emergency incidents and should meet the driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds.

Building Standards

Building Standards does not have comments specific to the Basic Development Plan at this time. However, if they have not already, the applicant should be thinking about their overall trash and building services plan, including meeting with their chosen hauler to establish a trash hauling master plan for the district. The plan should also include recycling for the businesses and public trash receptacles (regular and recycling).

The applicant should also develop a master plan to show loading areas both on and off private property. They need to also look at locations for utilities (transformers, generators, HVAC equipment etc.) early in the project.

Police, Economic Development

No comments.

PART III: APPLICABLE REVIEW STANDARDS

A. Waiver Review Criteria

Development Plan Waivers. The Administrative Review Team should review the proposed Waivers based on the following review criteria. The Waivers, if approved, would permit:

1) Maximum Block Size (Block 'D') – Code Section 153.060(C)(2)(a): To increase the maximum permitted block dimensions for Block 'D' (increasing maximum block length from 500 feet to ±594 feet on the west and 607 feet on the east, and maximum block perimeter from 1,750 to ±1,886 feet).

2) Maximum Block Size (Block 'H') – Code Section 153.060(C)(2)(a): To increase the maximum permitted block dimensions for Block 'H' (increasing maximum block length from 500 feet to ±630 feet on the west and 686 feet on the east, and maximum block perimeter from 1,750 to ±1,945 feet).

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

Criterion met: The dimensions for Blocks 'D' and 'H' are set by desired spacing of the intersections of John Shields Parkway and Tuller Ridge Drive with Riverside Drive, necessitating somewhat longer block lengths to reduce vehicular interruptions along this regional roadway. Further, the provision of the approximately 80-foot greenway along the south side of John Shields Parkway to the north increases the lengths of these two blocks, and each of these factors contribute to the need for maximum block perimeters exceeding 1,750 feet.

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

Criterion met: The proposed designs of Blocks 'D' and 'H' have been coordinated with City's transportation network planning for the Bridge Street District, as well as plans for the greenway system along John Shields Parkway.

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

Not applicable.

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

Criterion met: As noted previously, these Waiver requests are, to some extent, "technical" in nature. While the blocks are required to be measured as the lengths between rights-of-way (John Shields Parkway to Tuller Ridge Drive), the applicant will continue to provide vehicular access via private service drives that have been coordinated with Engineering. This will meet the intent of block sizes by distributing traffic and providing mid-block pedestrianways to accommodate a high level of pedestrian activity and connectivity through the development. The service drives also serve to break up the development blocks so that the buildings are, by necessity, reduced in scale.

B. Basic Plan Review Criteria – Development Plan

The Administrative Review Team should review this application based on the review criteria for applications for Development Plan Review, and consider the following responses:

1) Development Plan is Substantially Similar to Basic Plan
Not applicable to Basic Plan Review.

2) Lots and Blocks Meet Requirements of Section 153.060
Met with Conditions and Waivers. The project involves a series of interconnected streets with walkable block sizes, organized to accommodate multiple modes of transportation. All lots and blocks meet/meet with conditions the applicable Code requirements of Section 153.060, with the exception of Blocks 'D' and 'H,' for which Waivers are recommended.

3) Street System is Consistent with the BSC Street Network Map of Section 153.061 and Traffic Can Be Adequately Accommodated

Met. The proposal creates an interconnected street network in the general pattern of development depicted in the Bridge Street Corridor Street Network Map (Fig. 153.061-A) and the Thoroughfare Plan. Engineering has determined the provided and planned street network is adequate to accommodate generated traffic from this development.

4) Street Types are Consistent with the Principles of Walkable Urbanism of Section 153.057-058 and Coordinate with the Proposed Development
Met with Condition. Typical sections for Broadstone Avenue, Mooney Street, Tuller Ridge Drive, and Riverside Drive meet Bridge Street District standards for streets. This development will provide a significant portion of a planned cycletrack system along Riverside Drive and Broadstone Avenue. Future transit stop locations should also be planned for appropriate areas of this development.

5) Buildings and Open Spaces are Appropriately Sited
Met with Condition. No information about the building and open space types has been included at this stage. Details for each open space type, including the intended users, exact acreages required and provided, and general program, should be outlined at the Development Plan Review and determined as part of the Site Plan Review (coordinated with the proposed buildings and the adjacent streetscape).

6) Application is Consistent with the Neighborhood Standards of Section 153.063
Met with Condition. The Bridge Park East mixed-use development is one of the first and most significant steps toward development of the Scioto River Corridor, serving as a centerpiece of the Bridge Street District. Given its high visibility along several of the most prominent streets not only in the Bridge Street District, but the City of Dublin, it is imperative that this development set the tone for the Bridge Street District.

As this proposal moves forward to Development Plan and Site Plan Review, the applicant will be required to demonstrate compliance with the intent of the placemaking elements outlined in this section, including gateways, open space networks, and public realm.

7) Phasing
Met. The applicant is working with the City to complete the phasing, demolition, and interim site conditions plans for the development, all of which will be required as part of the Development Plan Review.

8) Consistency with Bridge Street District Vision Principles, Community Plan and other Policy Documents
Met. The intent for the BSD Scioto River Neighborhood District is to establish a mixed-use neighborhood with a diversity of uses located in proximity to a walkable shopping corridor while accommodating a wide variety of uses. Streets, blocks, buildings and open spaces should be designed to encourage park-once visits, window shopping, impromptu public gatherings and sidewalk activity. The Basic Development Plan sets forth a street network and block framework that enables a walkable, mixed-use district in proximity to a mixed-use shopping corridor. At this stage, the project is consistent with the Principles of Walkable Urbanism of Section 153.057.

9) Adequate and Efficient Infrastructure
Met with Condition. The proposed street network is comprehensive, organized by a hierarchy of street character families, and is configured to accommodate multiple modes of transportation. The associated utility infrastructure should be refined as this project moves forward to Development Plan Review and Final Plat.

C. Preliminary Plat Review Criteria

The Administrative Review Team should review this application based on the review criteria for Preliminary Plat, and consider the following proposed responses:

1) Plat Information and Construction Requirements
Met with Condition. This proposal is consistent with the requirements of the Subdivision Regulations and all required information is included on the plat, except as noted in the analysis above. The applicant must ensure that any minor technical adjustments to the plat are made prior to City Council submittal.

2) Street, Sidewalk, and Bikepath Standards
Met with Condition. Street widths, grades, curvatures, and other details comply with the appropriate Code Sections and Engineering requirements, with the comments noted in this report. Public streets meet City construction standards.

The Subdivision Regulations 152.029(B)(6) require rights-of-way at street intersections be connected with a straight line tangent to the intersection. The proposed plat does not include this chamfered intersection detail due to the Bridge Street provisions of the Zoning Code that require corner occupancy by buildings. The Commission and City Council may modify this requirement with the approval of the plat. Engineering recommends this modification.

3) Utilities
Met with Condition. Utility lines are adequately sized and located to serve the development. The proposed utility easements should be provided on the preliminary plat prior to review by City Council.

PART IV: ADMINISTRATIVE REVIEW TEAM RECOMMENDATIONS AND PLANNING AND ZONING COMMISSION DETERMINATIONS

A. Development Plan Waivers
The Administrative Review Team recommends approval of the following Development Plan Waivers:

1) Maximum Block Size (Block 'D') – Code Section 153.060(C)(2)(a): To increase the maximum permitted block dimensions for Block 'D' (increasing maximum block length from 500 feet to ±594 feet on the west and 607 feet on the east, and maximum block perimeter from 1,750 feet to ±1,886 feet.

2) Maximum Block Size (Block 'H') – Code Section 153.060(C)(2)(a): To increase the maximum permitted block dimensions for Block 'H' (increasing maximum block length from 500 feet to ±630 feet on the west and 686 feet on the east, and maximum block perimeter from 1,750 feet to ±1,945).

B. Basic Development Plan
The Administrative Review Team recommends approval of the Basic Development Plan with 10 conditions:

1) City Council approval of the area rezoning to the BSD Scioto River Neighborhood District;
2) That the applicant select building types that are permitted in the BSD Scioto River Neighborhood District, or seek a Waiver;
3) That the applicant work with the City to establish a development agreement for this project;

4) That the applicant dedicate the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;
5) That the applicant address any remaining Engineering details as part of the Development Plan Review;
6) That the applicant coordinate with the City and Washington Township Fire Department to ensure fire accessibility throughout the site as part of the Development Plan Review;
7) That the applicant work with the City to plan for future transit stop locations for appropriate areas of this development;
8) That the applicant provide the remaining one-foot (for a total of 12 feet) clear sidewalk area as part of the public streetscape along appropriate portions of the Shopping Corridor;
9) That the applicant describe the intent for the required BSD Scioto River Neighborhood District gateways at the Development Plan Review, with details to be determined as part of the Site Plan Review; and
10) That the applicant provide an outline of the details for each open space type, including the intended users, exact acreages required and provided, and general program, at the Development Plan Review, with determinations as part of the Site Plan Review.

C. Preliminary Plat

The Administrative Review Team recommends approval of the Preliminary Plat with five conditions:

1) The modifications to the street sections described in this report are incorporated in the plan as part of the Development Plan Review;
2) That the proposed utility easements be provided on the preliminary plat prior to review by City Council;
3) That the applicant dedicate the roadway shown as "Reserve I" on the south side of Block 'F' as public right-of-way;
4) City Council approval of the Plat modification of the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent;
5) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to City Council submittal.

D. Required Reviewing Body Determination

In addition to the determinations above, the Planning and Zoning Commission is required to make a determination on the required reviewing body for the subsequent Development Plan Review. In making their decision, the Commission should consider any of the following factors:

1) Whether the application raises complex issues, including but not limited to, the need for major infrastructure improvements and other neighborhood or community-wide effects that would benefit from a Commission decision;
2) Whether the application is generally consistent with the principles of walkable urbanism as described in Code Sections 153.057 and 153.058, the five Bridge Street District Vision Principles, the Community Plan or other applicable City plans; and/or
3) Whether the application involves a substantial number of Waivers or the scope of requested Waivers would result in a significant deviation from the requirements of Code Sections 153.059 through 153.065.

The Commission shall make a motion to require Development Plan Review by the Planning and Zoning Commission or the Administrative Review Team.

ART ANALYSIS AND DETERMINATIONS – BASIC DEVELOPMENT PLAN

Applicable Development Plan Review Criteria

Includes 153.060 - Lots and Blocks, 153.061 – Street Types, and 153.063 – Neighborhood Standards.

153.060 – Lots and Blocks

Code Section	Requirement	Met/Notes	
(A)	Intent	Met. The project involves a series of interconnected streets with walkable block sizes, organized to accommodate multiple modes of transportation.	
(B)	Applicability	Met. This project involves new development, and therefore the provisions of 153.060 apply.	
(C)(1)(a)	Interconnected Street Pattern	Met. The proposal provides for the continuation of existing/planned streets from adjoining areas, including John Shields Parkway, Tuller Ridge Drive, future Broadstone Avenue (connecting east to existing Village Parkway), future Banker Drive, Mooney Street, and Dale Drive.	
(C)(1)(b)-(f)	Interconnected Street Pattern	Met/DPR. No significant natural features for the street network to follow are present. Mooney Street will terminate into a vehicular service area in Block A south of the future Banker Drive extension. Block 'A' will be included as part of a future Development Plan/Site Plan, and the termination of Mooney Street will be required to occur at either an open space type or a building façade, or the applicant will be required to obtain a Waiver.	
(C)(2)(a)	Maximum Block Size – Required Subdivision	Met. Subdivision is required, since the site is located within the proposed BSD Scioto River Neighborhood District, and Development Plan Review is required for this project. The applicant has submitted a Preliminary Plat application.	
(C)(2)(b)/ Table 153.060-A	Maximum Block Dimensions Each block face is limited to 500 ft. in length. Block perimeter shall not exceed 1,750 ft.	A	Met. Block dimensions are 499 ft. (east), 436 ft. (north), and 715 ft. (south/west). Total block perimeter is 1,650 ft. Code Section 153.063(F)(3)(b)2 allows the max. block length of 500 ft. to be exceeded adjacent to the roundabout.
		B	Met. Block dimensions are 444 ft. (east), 395 ft. (south), 489 ft. (west), 345 ft. (north). Total block perimeter is 1,673 ft.
		C	Met. Block dimensions are 445 ft. (east), 320 ft. (south), 448 ft. (west), 314 ft. (north). Total block perimeter is 1,527 ft.
		D	Not Met – Development Plan Waivers Required. Block dimensions are approx. 607 ft. (east), 317 ft. (south), 594 ft. (west), 368 ft. (north). Total block perimeter is 1,886 ft. Waivers will be required for the sides of the block exceeding the maximum block length on the east and west sides of the block and the total block perimeter.
		F	Met. Block dimensions are approx. 407 ft. (east), 305 ft. (south), 442 ft. (west), 260 ft. (north). Total block perimeter is 1,414 ft.
		G	Met. Block dimensions are 448 ft. (east), 266 ft. (south), 447 ft. (west), 321 ft. (north). Total block perimeter is 1,482 ft.
		H	Not Met – Development Plan Waivers Required. Block dimensions are 686 ft. (east), 329 ft. (south), 630 ft. (west), 300 ft. (north). Total block perimeter is 1,945 ft. Waivers will be required for the sides of the block exceeding the maximum block length on the east and west sides of the block and the total block perimeter.

153.060 – Lots and Blocks

Code Section	Requirement	Met/Notes	
(C)(2)(c)	Shopping Corridors	Met/DPR/SPR. The designated shopping corridor is shown along the north and south sides of Broadstone Avenue, extending north and south along Riverside Drive for a total of 1,290 ft. (1,200 ft. required). Details to be determined at the Site Plan Review. Refer to 153.063, Neighborhood Standards, for additional analysis.	
(C)(3)(a)	Block Configuration	Met. Blocks are generally rectangular in shape.	
(C)(3)(b)	Front Property Lines (FPL)	Met/DPR/SPR. Front property lines are shown along a minimum of two sides of all blocks. Details to be verified at the Development Plan and Site Plan Reviews once building types have been proposed.	
(C)(4)(a)-(c)	Principal Frontage Streets (PFS)	Met/DPR/SPR. The designated Principal Frontage Streets (Riverside Drive, John Shields Parkway, Broadstone Avenue, Dale Drive, West Dublin-Granville Road) are shown on the plans. Additional details to be verified at the Development Plan and Site Plan Reviews. Refer to 153.061, Street Types, for additional analysis.	
(C)(5)	Block Access Configurations	Met/DPR/SPR. Engineering has reviewed the preliminary block access configuration, and finds them to be acceptable at this stage. Vehicular access is shown off of the following designated PF streets:	
		A	One access point (right in, right out) off of S.R. 161 to a private service drive.
		B	One new service street off of Broadstone Avenue (shopping corridor), shown to be right-in, right-out.
		C	One new service street off of Broadstone Avenue (shopping corridor), shown to be right-in, right-out; one new service street off of Riverside Drive (shopping corridor) also shown to be right-in, right-out.
		D	One new service street off of Riverside Drive, shown to be right-in, right-out.
		F	One access point to a parking structure off of Dale Drive.
		G	One new access point to a parking structure, and one new service street off of Dale Drive.
		H	One new service street off of Dale Drive.
(C)(6)	Mid-Block Pedestrianways	Met/DPR/SPR. Mid-block pedestrianways are required on blocks exceeding 400 ft. in length (all blocks). Mid-block pedestrianways are conceptually shown on all blocks through a combination of private drives (which include pedestrian facilities) and designated mid-block pedestrianways. Code Section 153.063(F)(5)(a)4 requires blocks exceeding 300 ft. within a shopping corridor to provide a mid-block pedestrianway. Blocks 'B' and 'C', which include designated shopping corridors along two sides of each block, include mid-block pedestrianways. Additional details will be required at the Development Plan/Site Plan Reviews.	
(C)(7)	Typical Lot Dimensions	Met with Condition. Any lot shall be created to meet the requirements of one or more building types. Through the combination of lots subdivided by reserves in which private drives will be constructed, all lots meet the intent of this requirement (with the exception of Block A).	
		A	Condition. Commercial Center building type noted (not permitted in BSD Scioto River Neighborhood District). The applicant will be required to select a permitted building type or seek a Waiver.
		B, C, D, F, G	Met. Mixed Use building types noted. Min. lot size: 50 ft.; Max. lot size: none.

153.060 – Lots and Blocks			
Code Section	**Requirement**	**Met/Notes**	
		H	Met. Single-Family Attached building types noted. Min. lot size: 16 ft. per unit; Max. lot size: none.
(C)(9)	Street Frontage	Met/DPR/SPR. All lots have frontage along a min. of one right-of-way. Front/corner side property line designations will also depend on the building arrangement on each block/lot, although preliminary designations are shown on the plans.	

153.061 – Street Types			
Code Section	**Requirement**	**Met/Notes**	
(A)	Intent	Met. The proposed street network is comprehensive, organized by a hierarchy of street character families, and is configured to accommodate multiple modes of transportation.	
(B)	Applicability	Met. New streets are proposed as part of this project, and therefore the provisions of 153.061 apply.	
(C)(1)	Street Families (PFS = Principal Frontage Street)	Riverside Drive	Corridor Connector Street; 114-138 ft. right-of-way (median, turn lanes); PFS
		S.R. 161	Corridor Connector Street; 112 ft. right-of-way; PFS
		John Shields Parkway	District Connector Street; 76-87 ft. right-of-way (turn lane); PFS
		Dale Drive	District Connector Street; 60-65 ft. right-of-way; PFS
		Broadstone Avenue	District Connector Street; 76-87 ft. right-of-way (turn lane); PFS
		Tuller Ridge Drive	Neighborhood Street; 65 ft. right-of-way
		Mooney Street	Neighborhood Street; 65 ft. right-of-way
		Service Streets (Banker Drive, Winder Street, Mays Avenue, Colwell Avenue, Larimer Avenue, Longshore Avenue, Swayne Avenue, Gregg Street, “Avenue A”)	Alleys/Service Streets. Sections vary, but typically vary between 54 ft. to 88 ft. between building faces (travel lanes, parking lanes, planter areas, walkways).
(C)(3)	Existing Streets	Met with Condition. The City is coordinating with the applicant on the reconfiguration of the right-of-way alignment for John Shields Parkway between Riverside Drive and Mooney Street, as well as the Riverside Drive right-of-way. The City is also coordinating the vacation of the existing east/west segment of Dale Drive. Final alignments will be determined with the Preliminary and Final Plats and addressed through the development agreement. Refer to Preliminary Plat Sheets PP4-7 for exhibits depicting the proposed realignments.	
(D)(1)	Street Frontage Requirements	Met. Refer to 153.060(C)(3)(b) above.	
(D)(2)	Vehicular Access	Met/DPR/SPR. Refer to 153.060(C)(4)-(5) above.	

153.061 – Street Types		
Code Section	**Requirement**	**Met/Notes**
(E)(1)	Typical Street Elements	Met/DPR/FP. Bicycle Facilities: Five-foot cycletracks will be provided on the north and south sides of Broadstone Avenue, adjacent to the six-foot sidewalks. A two-way, eight-foot cycletrack continues along Riverside Drive to the north of Broadstone Avenue, connecting to the cycletrack planned along John Shields Parkway and the regional bicycle system. Details, including materials, will be determined with Development Plan Review and Final Plat.
		Met/DPR/FP. Vehicular On-Street Parking: The plans preliminarily show on-street parking on all public streets and most of the private drives. The applicant should provide motorcycle parking spaces in locations where full-length vehicular parking spaces cannot be accommodated. Details to be determined with Preliminary/Final Plat and Development Plan Review.
		Met/DPR/FP. Crosswalks: Crosswalks and vehicular access points will need to be coordinated along public and private drives, particularly as part of the shopping corridor (Broadstone Avenue). Design details to be determined with Development Plan Review and Final Plat.
(F)	Curb Radii	DPR/FP. Curb radii should be designed for typical vehicles, between 15-25 ft. Details to be determined with the Development Plan Review and Final Plat.
(G)	Fire Access	Met with Condition. Room to Pass – A min. 22 ft. should be provided on-street within the travel lanes. The applicant should coordinate with the City and the Washington Township Fire Department to ensure appropriate fire accessibility throughout the site as part of the Development Plan Review. Refer to the Fire Department's comments under Part II, ART Comments, above.
		Met with Condition. Building Access Zones – Should be coordinated with fire hydrant locations, and may coincide with loading zones. Locations and design details to be determined with the Development and Site Plan Reviews.
DPR/SPR: Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of the Development Plan Review. The proposal is required to meet Code, or request a Development Plan Waiver. FP: Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of the Final Plat.		

153.063 – Neighborhood Standards		
Code Section	**Requirement**	**Met/Notes**
(F)(3)	Block, Access, Street Layout	Met. Cross-referenced with 153.060 and 153.061 above.
(F)(4)	Building Types	Met with Condition/DPR/SPR. Building types and uses will be determined with the Development Plan and Site Plan Reviews. The applicant will be required to identify building types permitted in the BSD Scioto River Neighborhood District, or seek Waivers.
(F)(5)	Placemaking Elements	Met/DPR/SPR. Shopping Corridor: Developments over 20 acres are required to provide a minimum of 1,200 linear feet of mixed use "shopping corridor" as part of a redevelopment plan. The plans show approximately 1,290 feet measured along both the north and south block faces fronting on Broadstone Avenue between Riverside Drive and Mooney Street, and along the western block face of Block C facing Riverside Drive, and along a portion of the western block face of Block B facing Riverside Drive. Details to be verified at Development Plan Review.
		Met with Condition/DPR/SPR. Pedestrian-Oriented Streetscape. A minimum of 12

153.063 – Neighborhood Standards		
Code Section	**Requirement**	**Met/Notes**
		feet of clear sidewalk width shall be provided along designated shopping corridors. The planned roadway section for Riverside Drive shows a minimum clear area of 18 ft. (8-ft. cycletrack adjacent to a 10-ft. sidewalk), with some additional overlap into the Required Building Zones (on private lots). The roadway sections for Broadstone Avenue show a minimum clear area of 11 feet (5-ft. cycletrack adjacent to 6-ft. sidewalk). As part of the Development Plan Review, the applicant will need to provide the remaining 1-ft. (for a total of 12 ft.) as part of the public streetscape along the private development abutting the right-of-way. Sidewalk, building siting and shopping corridor details will be determined as part of the Development Plan and Site Plan Reviews to ensure a cohesive, high-quality public realm.
		SPR. Street Terminations: Details to be determined as part of the Site Plan Review.
		Met with Condition/DPR/SPR. Gateways: Gateway elements should be provided at the intersections of Broadstone Avenue and Riverside Drive, and John Shields Parkway and Riverside Drive. Since the gateways are intended to enhance the character of the public realm and provide a sense of arrival to an area, the details should be outlined at the Development Plan Review and determined as part of the Site Plan Review (coordinated with the proposed buildings and open spaces).
		SPR. Sign Plans: The applicant will be required to submit a master sign plan as part of the Site Plan Review for the shopping corridor (and other areas as proposed).
(C)(6)	Open Spaces	Met with Condition/DPR/SPR. A variety of well-designed open spaces shall be provided throughout the site. Open space corridors should be provided along Riverside Drive and Broadstone Avenue via the cycletrack and an enhanced public realm, with a greenway connection along the south side of John Shields Parkway. Open space nodes should be provided approximately within blocks ‘A’, ‘F’, and ‘G’. Details for each open space type, including the intended users, exact acreages required and provided, and general program, should be outlined at the Development Plan Review and determined as part of the Site Plan Review (coordinated with the proposed buildings and the adjacent streetscape).

REVIEW CRITERIA

Review Criteria for Development Plans

Each required reviewing body shall make its recommendation or its decision on an application for Development Plan Review based on each of the following criteria and the recommendation of the required reviewing body during the Basic Plan Review:

(a) The Development Plan shall be substantially similar to the approved Basic Development Plan;

(b) The lots and blocks proposed are consistent with the requirements of §153.060;

(c) The application is consistent with the general pattern of street development conceptualized by the BSC Street Network as shown in §153.061, and the expected traffic from the development can be accommodated on existing or proposed streets consistent with that system;

(d) The proposed street types are consistent with the principles of walkable urbanism as described in §§153.057 and 153.058 and are designed to coordinate with the scale, intensity and character of development planned on adjacent lots and blocks;

(e) The proposed buildings and open spaces are appropriately sited and consistent with the requirements of §§153.062 and 153.064;

(f) The application is consistent with the requirements of §153.063, Neighborhood Standards, if applicable;

(g) If the development is to be implemented in phases, each phase is able to be considered independently, without the need for further phased improvements;

(h) The application demonstrates consistency with the five Bridge Street District Vision Principles, Community Plan and other related policy documents adopted by the City; and

(i) The application provides adequate and efficient infrastructure to serve the proposed development, consistent with the City's most recently adopted Capital Improvements Program.

Criteria for Waiver Review

Each required reviewing body shall make its recommendation/decision on an application for proposed Waivers based on all of the following criteria and with consideration to the recommendation of the ART:

(a) The need for the Waiver is caused by unique site conditions, the use of or conditions on the property or surrounding properties, or other circumstance outside the control of the owner/lessee, including easements and rights-of-way;

(b) The Waiver, if approved, will generally meet the spirit and intent of the Bridge Street District Plan and supports the commonly accepted principles of walkable urbanism;

(c) The Waiver is not being requested solely to reduce cost or as a matter of general convenience;

(d) The Waiver, if approved, will ensure that the development is of equal or greater development quality with respect to design, material, and other similar development features than without the Waiver;

(e) The requested modification would better be addressed through the Waiver rather than an amendment to the requirements of this Chapter;

(f) For Development Plans, the other Development Plan elements not affected by the Waiver will be generally consistent with §153.060(A) and §153.061(A); and

(g) For Site Plan Reviews and Minor Project Reviews, the Waiver does not have the effect of authorizing

any use or open space type that is not otherwise permitted in that BSC district.

Criteria for Preliminary Plat

If approved, the preliminary plat will be reviewed at a later date by City Council. If the Commission disapproves the preliminary plat, it must state its reasons for doing so. Approval of the preliminary plat is effective for 24 months and authorizes the developer to proceed with construction after meeting all Engineering requirements. The Commission and City Council will later review the final plat for each phase, generally after infrastructure is complete, to ensure that it conforms to the preliminary plat.

Review Criteria:

In accordance with Chapter 152, the Code sets out the following requirements as part of the platting requirements for the subdivision of land:

1) The proposed plat provides the minimum plat contents required by Sections 152.018(B) and 152.018(C);
2) The proposed plat will comply with all applicable subdivision improvement procedures as defined by Sections 152.035 through 152.053;
3) The proposed plat will provide required improvements as specified by Sections 152.065 through 152.072.