

Basic Plan Review

14-008BPR – BSC Residential District

Tuller Flats – 4313 Tuller Road

This is a request for review of a multiple-family residential development consisting of 386 apartment units within 25 three-story apartment buildings, a community clubhouse, and associated streets and open spaces on approximately 21 acres south of Tuller Road, east of the intersection with Tuller Ridge Drive. This site is zoned BSC-R, Bridge Street Corridor Residential District. This combined Basic Development Plan Review/Basic Site Plan Review application is proposed in accordance with Zoning Code Section 153.066(D).

Date of Application Acceptance

Tuesday, January 28, 2014

Date of ART Recommendation to the Planning and Zoning Commission

Thursday, July 3, 2014

Case Manager

Jennifer M. Rauch, Senior Planner, (614) 410-4690 | jrauch@dublin.oh.us



PART I: Application Overview

<i>Zoning District</i>	BSC Residential District, BSC Public District
<i>Review Type</i>	Basic Development Plan Review and Basic Site Plan Review
<i>Development Proposal</i>	386-unit multiple-family residential development and associated site improvements on a ±17-acre site
<i>Use</i>	Multiple-Family Dwellings, Community Center and associated accessory uses
<i>Building Types</i>	Apartment Buildings (26); Accessory Structures (2)
<i>Administrative Departures</i>	None currently identified. To be confirmed at Development Plan and Site Plan Review.
<i>Development Plan Waivers</i>	Code Section 153.060(C)(2)(a) – To increase the maximum permitted block length for Block 'G' from 500 feet to ±800 feet.
<i>Property Owner</i>	Thomas Family Limited Partnership and City of Dublin.
<i>Applicant</i>	Brent Sobczak, Casto.
<i>Representative</i>	Aaron Underhill, Underhill Yaross, LLC.
<i>Case Managers</i>	Jennifer M. Rauch, Senior Planner, (614) 410-4690 jrauch@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 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 and Site Plan Review applications based on the factors outlined in §153.066(D)(3)(a).

The following reviews are requested with this application.

Basic Development Plan Review

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

Basic Site Plan Review

The project elements reviewed as part of the Basic Site Plan include the proposed use, building types, open space arrangement and site development details.

Waiver Review

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

Next Steps

The next steps following this application are Development Plan and Site Plan Review. The ART recommends a combined Development Plan/Site Plan Review due to the comprehensive nature of this development proposal as a unified multiple-family residential neighborhood.

This project will also involve the dedication of public right-of-way for John Shields Parkway and additional public streets, and dedication for open space and the adjacent greenway, which requires review and approval of Preliminary and Final Plans by the Planning and Zoning Commission and City Council.

The proposal includes 3.5 acres located on the southwest corner of the site that are currently zoned BSC Public District, which will need to be rezoned to BSC Residential District to accommodate the proposed development if the Basic Plan is approved with this land included.

Planning and Zoning Commission Determinations

The Basic Plan Review is intended to provide a higher level overview of 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 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 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 Site Plan Review.

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

- 1) Basic Development Plan Review, based on the review criteria of §153.066(E)(3) for Development Plan Review;
- 2) Basic Site Plan Review, based on the review criteria of §153.066(F)(3) for Site Plan Review;
- 3) Development Plan Waiver Review; and
- 4) Required reviewing body determination for the subsequent Development Plan and Site Plan Reviews.

The Administrative Review Team has made recommendations on items 1, 2, and 3.

Application History

Pre-Application Review

The Administrative Review Team conducted a Pre-Application Review for this project on October 31 and November 7, 2013. Comments were provided to the applicant to ensure the application generally met the requirements of the Bridge Street District zoning regulations and the objectives of the Bridge Street District Area Plan.

Informal Review

The Planning and Zoning Commission conducted an Informal Review of this project on January 9, 2014. This step was included in the review process to provide an early understanding of the project because a development agreement between the applicant and the City will be necessary to implement significant public infrastructure improvements associated with this proposal, most notably, the extension of John Shields Parkway from Tuller Ridge Drive to Village Parkway.

Basic Plan Review

The Administrative Review Team reviewed and made a recommendation of approval for a Basic Plan Development Plan and Site Plan, and Development Plan and Site Plan Waivers on February 13, 2014. The applications were scheduled and subsequently postponed prior to the February 20, 2014 and March 5, 2014 Planning and Zoning Commission meetings.

City Council Informal

City Council provided preliminary feedback regarding a revised site plan and architecture at their May 19, 2014 meeting.

Application Contents and Overview

Project Overview

The proposed plan depicts a gridded street network that establishes nine development blocks, including:

- 386 residential units in 25 three-story apartment buildings;
- A clubhouse/community center;
- A variable width greenway and two significant park spaces along future John Shields Parkway; and
- Parking in garage spaces integrated with the apartment buildings, off-street surface parking, and on-street parallel parking spaces.

The submitted plans depict a future development phase to the east showing potential development and the extension of John Shields Parkway to Village Parkway. This site is not part of the proposed Basic Plan Review, but is provided for context to visualize future development. The extension of John Shields Parkway is shown with a revised alignment from previous plans to provide additional developable area on the south side with the proposed greenway, and connect to a future roadway connection south of the AMC Theater in Dublin Village Center.

PART II: Administrative Review Team Comments

Planning, Engineering and Building

This proposal is the first significant step toward the creation of a gridded street network and block system between Tuller Ridge Drive and Village Parkway, south of Tuller Road. Given its prominence along the planned John Shields Parkway, this new residential neighborhood, once approved, will help set the tone for future adjacent development. The site, building, and open space designs should be able to serve as examples of desirable Bridge Street District development concepts. The following are the primary considerations related to this project.

Land Use.

During the Informal Review, the Planning and Zoning Commission expressed a desire for new developments in the Bridge Street District to include mixed uses. The proposed neighborhood is consistent with the Bridge Street District Area Plan's intent of creating a residential core for the Vision Plan's Tuller/Greenway Character District. At the City's request, the applicant has provided a concept for development on the adjacent site to the east that is intended to include mixed use elements to complement the proposed development and other residential uses in the vicinity. Planning has encouraged the applicant to continue exploring the potential for mixed use components at this more economically viable location to provide commercial and service destinations for residents within a comfortable walking distance of the Tuller Flats neighborhood.



Street Network and Block Framework.

The project's development pattern is consistent with the intent to establish a network of interconnected streets with walkable block sizes and pedestrian-friendly design. This Basic Development Plan proposed a combination public/private street system, with John Shields Parkway dedicated as public right-of-way (to be platted), and all other neighborhood streets to remain privately owned with public access easements and constructed to public street standards as required by the Bridge Street District street sections. A number of concerns related to long term maintenance and serviceability of both the streets and the water service to the private development require additional research as the proposal moves through the development process. The City will continue to work with the applicant to find a feasible approach to providing water service to this development.

Block Size and Access.

Proposed blocks to the west of Watson Street (Blocks A and B) and south of John Shields Parkway (Blocks G – I) are designed as partial blocks, to be completed with future redevelopment and street construction on adjacent properties. This phased development condition will be a common occurrence in many portions of the Bridge Street District. These partial blocks meet the Code's exemptions for block size requirements.

The central and eastern blocks (Block C - F) create a street grid with Watson and Deardorff Streets and Hobbs Landing West running north and south, and McCune Avenue, running east and west through the middle. Blocks C – F meet block size requirements.

Block G exceeds the maximum block length (± 800 feet) along John Shields Parkway for which the applicant has requested a waiver. The street network map provides for future street connections to the north and south of this block, but a connection was not shown at that time to avoid disturbing the existing park area and to minimize the vehicular interruptions to the greenway along John Shields Parkway. However, the proposed reconfiguration of the development and use of City parkland warrants reconsideration of the network to include an additional street connection to meet the block dimension, but more significantly to continue the street network through the District.

Based on this, the ART is recommending disapproval of the waiver request to exceed the maximum block length and recommends an additional street connection between Buildings C and D be provided with the Development Plan Review submittal.

The proposed plan indicates the continuation of the street network south of John Shields Parkway with the connections of Watson and Deardorff Streets and Hobbs Landing West. As the proposal moves forward toward a Development Plan, the applicant will need to investigate how shared access with the properties to the south could be ensured for connectivity through the development.

Greenway

Staff has been working with our consultant on developing a conceptual plan that establishes the intended character and function for the greenway along John Shields Parkway, which has been reviewed by City Council. Code requires a 30-foot minimum width for a greenway, which is not met within the western portion of Block G. Buildings 24-26 should be moved as far south as possible to provide a better transition with the 80-foot wide greenway to west of the development and the 80-foot provided in front of Buildings 22-23 to the east and the Village Green South farther east. The City will continue to provide guidance to the applicant regarding design details to be incorporated as part of the Site Plan Review.

Street Types

The plans appear to incorporate typical street sections developed by the City that are appropriate for John Shields Parkway (Principal Frontage Street), Watson and Deardorff Streets (Neighborhood Street), and Hobbs Landing West (Neighborhood Street). The proposed street sections for McCune Avenue is shown as a Yield Street, but should be widened to a Neighborhood Street to accommodate parking on both sides of the street. The modifications to the street section should be incorporated in the plan as part of the Development Plan Review submittal.

Architecture

The plan proposes 25 multiple family residential buildings, all of which are considered Apartment Building Types per the Bridge Street District zoning regulations. The proposed architecture has been significantly revised from the previous submission and review by the ART. Proposed renderings show a contemporary architectural style emphasizing geometric forms, with parapet roofs emulating a flat roof appearance. The applicant has indicated a more varied architectural pallet with the revised submission.

The plan includes:

- Buildings A-C: 8- and 12-unit buildings with a combination of two-level and single-level units with shared walk-up entrances.
- Buildings D-H: 20- and 21-unit buildings with single-level units, at-grade shared building entrances.
- Building I: 10-unit buildings with single-level units, at-grade shared building entrances.

The plan includes a one-story clubhouse building located across proposed McCune Avenue, north of the Village Green North. The proposed clubhouse design has similar design themes to the multiple-family buildings, but the ART recommends the overall architecture of the building be revised to be more architecturally integrated in design and height with the other structures in the development. To this end, the ART recommends the building design become a signature design piece for the development with a two-story element and the incorporation of unique features, such as roof top garden for residents.

Building Variety

One of the goals of the Bridge Street District Plan is to create new neighborhoods with interesting and varied architecture that establishes a sense of place, particularly to be distinguished from what might be considered typical suburban development. To achieve this the Bridge Street District zoning regulations include specific building variety requirements that require building designs that vary from adjacent buildings by the type of dominant material (or color, scale or orientation of that material). A detailed building-to-building comparison will be provided as part of the Site Plan Review.

Open Space Type, Distribution, Suitability and Design

Code requirements a minimum dedication of 1.8 acres for the proposed development. The proposed open space has been modified from the previous submission and incorporates a variable width greenway along the southern portion of John Shields Parkway, and two large park areas on the north and south sides of John Shields Parkway totaling 4.7 acres. Portions of an existing tree row are proposed to be preserved and incorporated into the landscape design of the greenway. A tree survey will be required with the Site Plan Review application along with additional details of the open space design.

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.

Parks and Open Space

The revised proposal incorporates a 3.5-acre area at the southwest corner of the site that is currently City parkland, programmed for a future dog park. Based on a request from the Administration, the applicant has investigated how additional development area could be incorporated to create a stronger urban edge along the proposed John Shield Parkway greenway. The plans propose additional development (Buildings 24-26) to create this edge, which requires the relocation of the proposed dog park to the Village Green South. The reallocation of the existing parkland and accommodation of additional development will be included as part of the City Council's review and approval of a subsequent development agreement.

The proposed plans provide a significant open space area (Village Green North) in the middle of a proposed dense urban environment, which the applicant has expressed as a desire to provide a central amenity for residents of the proposed development. Parks and Open Space, as well as other members of the ART, have expressed significant concerns about the size and scale of the Village Green North and its potential programming. In response, ART members recommended the applicant investigate whether additional development could be incorporated at the edges of Village Green North and the scale of the open space be more in character with the proposed urban environment, particularly given the proximity to the future 12-acre City park along the Scioto River.

Fire and Police

Additional analysis of the revised McCune Avenue street section, building access zones and fire hydrant locations will be necessary to ensure adequate fire service to buildings in this portion of the site, to be conducted as part of the Site Plan Review.

Economic Development

No comments.

PART III: APPLICABLE REVIEW STANDARDS

1. Basic Plan Review Criteria – Development Plan

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

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

Not applicable to Basic Plan Review.

(b) **Lots and Blocks Meet Requirements of Section 153.060**

Met with condition. An additional street connection within Block G between Buildings 23 and 24 be incorporated as part of the Development Plan Review submittal to continue the street network.

(c) **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 City of Dublin Thoroughfare Plan. Engineering has determined the provided and planned street network are adequate to accommodate generated traffic from this development.

(d) **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 John Shields Parkway, Watson Street and Deardorff Streets meet City of Dublin standards for streets in the Bridge Street District as approved by City Council. This development will provide a significant portion of a planned cycletrack system along John Shields Parkway. Future bus stop locations should *also* be planned along John Shields Parkway. The proposed street section for McCune Avenue should be revised to a Neighborhood Street to be consistent with the street pattern.

(e) **Buildings and Open Spaces are Appropriately Sited**

Met with conditions. ART has expressed significant concerns about the size and scale of the proposed Village Green North and its future program. ART members recommended the applicant investigate whether additional development could be incorporated and the scale of the open space be reduced to be more in character with the proposed urban environment, particularly given the proximity to the future 12-acre park along the Scioto River.

Buildings 24-26 should be moved as far south as possible to maximize the width of the proposed

greenway and at least meet the minimum Code requirement for greenway width to provide continuity of the greenway from the west and the east.

(f) **Application is Consistent with the Neighborhood Standards of Section 153.063**

Not applicable to the BSC Residential zoning district.

(g) **Phasing**

Met. The applicant has indicated the proposal will be completed in phases, but revised phasing plan should be submitted with the Development Plan.

(h) **Consistency with Bridge Street District Vision Principles, Community Plan and other Policy Documents**

Met. The proposal is consistent the goal of creating a residential core within the Tuller Greenway Character District of the Bridge Street District Plan and is consistent with the principles of walkable urbanism described in Code Section 153.057.

(i) **Adequate and Efficient Infrastructure**

Met. The applicant is working with the City to establish a development agreement that will include the construction of John Shields Parkway from Tuller Ridge Drive to Village Parkway (to the west and east of the proposed development site) and other associated improvements. This is an important transportation connection that will serve both this development and the Bridge Street District as a whole. This public improvement will create a significant link in the street network that, when coupled with other planned improvements, will provide a continuous connection from Riverside Drive to Sawmill Road as an alternative to Tuller Road.

2. **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 or 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 Site Plan Review.

(d) **Safe and Efficient Circulation**

Met with condition. The proposed street network, with revisions noted in the report, will provide for safe and efficient circulation within and around this site.

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

Met with condition. Buildings 24-26 fronting John Shields Parkway within Block G should be setback to ensure the width of the greenway between John Shields Parkway and these building is maximized.

The revised plans should ensure a consistent setback within the required building zone with direct front walk connections to the public sidewalk to create a consistent architectural edge.

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

Met with condition. This proposal provides a significant piece of a greenway connection depicted in the Bridge Street District Area Plan that, when coupled with other nearby development, will provide a continuous greenway connection from the planned riverside park to the Sawmill Center Neighborhood District. The proposal should be revised to ensure the width of the proposed greenway meets Code requirement, but also provides continuity of the greenway from the west and the east. Additionally, the applicant should investigate whether additional development could be incorporated in the Village Green North and the scale of the open space be reduced to be more in character with the proposed urban environment.

(g) Provision of Public Services

Met with condition. This proposal provides a new public 8-inch water line along John Shields Parkway, consistent with Engineering's overall plan for water service in this area of the Bridge Street District. The applicant will need to provide calculations showing that the downstream sanitary sewer system is able to accommodate the development, as described in the Engineering memo attached to this report.

(h) Stormwater Management

Met with condition. The plans provided for Site Plan Review should incorporate stormwater management system details and calculation, using stormwater controls appropriate for the Bridge Street District as described in the City of Dublin Stormwater Design Manual.

(i) Phasing

Met. The applicant has *indicated* the proposal will be completed in phases, but revised phasing plan should be submitted with the Development Plan.

(j) Consistency with Bridge Street District Vision Principles, Community Plan and other Policy Documents

Met with condition. The proposal is *consistent* the goal of creating a residential core within the Tuller Greenway Character District of the Bridge Street District Plan and is consistent with the principles of walkable urbanism described in Code Section 153.057.

3. Waiver Review Criteria – Development Plan

Requested Waiver

A Waiver is requested for Code Section 153.060(C)(2)(a) Maximum Block Size, and if approved, would permit Block 'G' to exceed the maximum permitted 500 foot block length and permit a block length of ±800 feet.

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

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

Not met. The proposed design of Block 'G' provides an opportunity to continue to the grid street pattern within the District, which should be incorporated with the Development Plan Review. There are no site constraints that would prevent the continuation of the street network. Although this

street was not originally shown on the street network maps for the Bridge Street District, the change in use from a City park to private development warrants reconsideration of incorporating the general grid network planned for this area.

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

Criterion met: The proposed design of Block 'G' is coordinated with City plans for the greenway system along John Shields Parkway. Cost or development convenience is not necessarily a consideration. However, should the network street be included some reconfiguration of building arrangements will be needed.

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

Criterion not met. A rezoning for the 3.5 acres within Block G will be required to meet Code which will require Council approval to convert this City parkland to private development in exchange for other land to the east.

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

Criterion met: The larger block length does maintain the quality of the greenway and bicycle transportation system along John Shields Parkway. However, the street, if provided, will enhance the overall street and bicycle network.

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

Basic Development Plan

Approval is recommended for the Basic Development Plan Review with **6 conditions**:

- 1) The street section for McCune Avenue be revised to a typical section for a Neighborhood Street acceptable to Engineering;
- 2) An additional street connection within Block G between Buildings C and D be incorporated as part of the Development Plan Review submittal to continue the street network (if the Waiver is disapproved);
- 3) A mid-block pedestrianway will be required (if the Waiver is disapproved) within Block G, as the proposed block exceeds the 400-foot requirement;
- 4) Buildings 24-26 should be moved as far south as possible to maximize the width of the proposed greenway and to at least meet the minimum Code requirement for greenway width to provide continuity of the greenway from the west and the east;
- 5) The applicant investigate whether additional development could be incorporated and the scale of Village Green North be sized to be more in character with the desired urban environment;
- 6) The applicant addresses Engineering's comments referenced in the attached memo, as applicable to the Development Plan Review.

Basic Site Plan

Approval is recommended for the Basic Site Plan Review with the following **4 conditions**:

- 1) The 3.5 acres located within Block G be rezoned from BSC Public District to BSC Residential District;
- 2) The proposed greenway fronting Buildings 24-26 be increased to meet the at least the minimum dimension of 30 feet for a greenway.
- 3) The plans be revised to incorporate stormwater management system details and calculations that meet the Stormwater Design Manual; and
- 4) The applicant address Engineering's comments as attached to this report;

Development Plan Waiver

Disapproval is recommended of the following Development Plan Waiver:

- 1) Maximum Block length (Block 'G') – Code Section 153.060(C)(2)(a) – To increase the maximum permitted block length for Block 'G' from 500 feet to ±800 feet.

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 and Site 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 and Site 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 and 153.061 – Street Types.

153.060 – Lots and Blocks		
Code Section	Requirement	Analysis/Notes
(C)(1)	Interconnected Street Pattern	Met. Establishes a grid of interconnected streets and provides for the continuation of planned streets from adjoining areas.
(C)(2)	Maximum Block Size	<p>Met with condition. Maximum block length in the BSC Residential District is 500 feet and maximum block perimeter is 1,750 feet. Maximum block length in the BSC Public District is 300 feet and maximum block perimeter is 1,000 feet.</p> <p>BSC Residential District: Four of the proposed blocks meet the maximum dimension requirements (C-F) and the partial blocks along the west (A-B) and two of the three (H-I) along the southern edge of the site meet block length requirements, but block perimeter will be determined with future redevelopment of the adjacent property.</p> <p>BSC Public District: The third partial Block (G) at the southwest corner of the site exceeds the maximum block dimension requirements. The applicant has requested a waiver to this requirement. The ART recommends disapproval of the waiver in lieu of the provision of an additional street connection within Block G.</p>
(C)(3)	Block Configuration	Met. Proposed blocks are rectangular. All blocks are arranged with front property lines on at least two sides, except where partial blocks (to be completed with adjacent development) make this requirement impractical.
(C)(4)	Principal Frontage Streets	Met. Tuller Road and John Shields Parkway (planned) are designated as Principal Frontage Streets (PFS) on the BSC Street Network Map. Front lot lines along these streets provide frontage for buildings and open spaces. Alley and driveway access is limited to adjacent side streets.
(C)(5)	Block Access Configuration	Met. Alley/driveway access is provided from proposed Neighborhood Streets (non-PFS) and is consistent with recommended configurations.
(C)(6)	Mid-Block Pedestrianways	Met with condition. Mid-Block Pedestrianways are required on all blocks exceeding 400 feet in length, and must be within the middle third of the block. All blocks are under the 400-foot requirement, with the exception of Block G, which will need to provide a mid-block pedestrianway or request a Waiver as part of the Site Plan Review.
(C)(7-9)	Typical Lot Dimensions, Lot Configuration, and Street Frontage	DPR/SPR. Lot dimensions are determined by building type. Lots must be regularly shaped and all lots must have street frontage. The required reviewing body determines which lot lines and block frontages are front, corner side, and rear property lines for street frontage requirements for individual buildings and open space types as part of the Development Plan and Site Plan Review.

153.061 – Street Types		
Code Section	Requirement	Analysis/Notes
(C)	Street Network	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 City of Dublin Thoroughfare Plan.
(D)	Principal Frontage Streets	Met. Tuller Road and John Shields Parkway (planned) are designated as Principal Frontage Streets (PFS) on the BSC Street Network Map. Front lot lines are located along these streets, providing frontage for buildings and open spaces. Alley and driveway access is limited to adjacent side streets.
(E)	Typical Street Elements	Met with condition. Typical sections for John Shields Parkway, Watson and Deardorff Streets preliminarily meet City of Dublin standards for streets in the Bridge Street District. McCune Avenue must be revised to a typical section for a Neighborhood Street acceptable to Engineering.
(F)	Curb Radii at Intersections	DPR. These details will be determined with the Development Plan Review.
(G)	Fire Access	DPR. Fire access routes and building access zones will be determined at the Development Plan Review.

ART ANALYSIS AND DETERMINATIONS – BASIC SITE PLAN

Applicable Site Plan Review (SPR) Criteria

Sections 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	Principal Uses	Met with condition. Principal uses (Multiple-Family Dwellings) are permitted in the BSC Residential District. A portion of Block G is zoned BSC Public District, which does not permit Multiple-Family Dwellings. A rezoning to BSC Residential would be required to permit the proposed use.
	Accessory Uses	Met. Accessory uses include a clubhouse, swimming pool and maintenance facility. The plans do not specify an administration or rental office; but this is a permitted accessory use and is expected for this development. All accessory uses fall within the 'Dwelling Administration.'

153.062 – Building Types		
Code Section	Requirement	Analysis/Notes
(B)(3)	General Requirements	Met with condition. <i>Zoning Districts:</i> The Apartment building type is permitted in the BSC Residential District. A portion of Block G is zoned BSC Public District, which does not permit the Apartment building type. A rezoning to BSC Residential would be required to permit the proposed building type.
(B)(3) (C)	General Requirements General Building Type Layout and Relationships	Met with condition. Principal uses (Multiple-Family Dwellings) and the Apartment building type are permitted in the BSC Residential District, but the portion of the site zoned BSC Public District, would be required to permit the proposed use and building type.
		Met. <i>No Other Building Types:</i> Buildings are generally consistent with the intent and requirements of the Apartment building type.
		Met. <i>Permanent Structures:</i> No temporary structures are proposed.
		Met. <i>Accessory Structures:</i> The clubhouse and the proposed maintenance building are considered accessory structures. Design details to be determined at SPR.
(D)(1)	Roof Type Requirements	SPR. Details to be verified at SPR.
(E)(1)	Façade Materials	SPR. Permitted primary materials are cultured stone, brick, wood, fiber cement siding, and glass. Details to be verified at SPR.
(E)(2)	Façade Material Transitions	SPR. Details to be verified at SPR.
(E)(3)	Roof Materials	SPR. Details to be verified at SPR.
(E)(4)	Color	SPR. Details to be verified at SPR.

153.062 – Building Types		
Code Section	Requirement	Analysis/Notes
(F)(1)	Entrances & Pedestrianways – Quantities and Locations	<p>Met /SPR. Buildings are oriented with main entrances facing the street or the greenway adjacent to John Shields Parkway. Principal entrance location is required on the primary street façade of the building. One entrance per 75 ft. of the street façade is required. Mid-building pedestrianways are not required based on the length of the proposed buildings.</p> <p>Buildings vary in length and entrance quantity as follows:</p> <ul style="list-style-type: none"> • 90 ft. - 2 entrances • 128 ft. - 2 entrances • 134 ft. - 3 entrances • 147 ft. - 2 entrances • 83 ft. - 1 entrance <p>The 83-foot wide facade fall within the 10% Administrative Departure threshold for the entrance quantity requirement. This can be addressed at SPR once final elevations are submitted.</p>
(F)(2)	Recessed Entrances	SPR. Details to be verified at SPR.
(F)(3)	Entrance Design	<p>Met/SPR. 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 street-facing façade, be fully functioning, and connect to the street with a sidewalk.</p> <p>Entrance designs vary as follows:</p> <ul style="list-style-type: none"> • At-grade entrance, recessed relative to adjacent façade projections, with and without a cantilevered canopy aligned with adjacent façade projections; • Raised stoop, recessed relative to adjacent façade projections, with and without cantilevered canopy. <p>Buildings are oriented with main entrances facing the street or the greenway adjacent to John Shields Parkway. The illustrative site plan indicates the incorporation of sidewalks, but more direct sidewalk connections from the building entrance to the street will be required at SPR.</p>
(G)	Articulation of Stories on Street Façades	SPR. Building designs generally use fenestration to differentiate stories. Vertical, multi-story windows are used to give prominence to entrance locations. Some façades use recessed offsets surrounding windows to create vertical ‘gangs’ of windows across multiple stories. This design element should be considered for architectural appropriateness at SPR.
(H)	Windows, Shutters, Awnings, and Canopies	SPR. Transparency and window details will be verified with SPR.

153.062 – Building Types		
Code Section	Requirement	Analysis/Notes
(I)	Balconies, Porches, Stoops, and Chimneys	SPR. Buildings include architecturally integrated balconies. A maximum of 40% of the front and corner side facades are allowed to be covered by balconies and will be verified at SPR. Details to be verified at SPR.
(J)	Treatments at Terminal Vistas	N/A
(K)	Building Variety	<p>SPR. Building designs must vary from adjacent buildings by the type of dominant material (or color, scale or orientation of that material). Building designs must also vary through at least two of the following:</p> <p>(1) The proportion of recesses and projections (2) A change in the location of the entrance and window placement (3) Changes to the roof design, including roof type, plane, or material.</p> <p>The final details to be verified at SPR with the submission of final elevations and materials.</p>
(M)	Signs	SPR. To be reviewed as part of SPR.
(N) & (O)	Individual Building Type Requirements	<i>Refer to following section. Details to be verified at SPR; the analysis below is based on the information submitted.</i>
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 Waiver.		

153.062(O)(4) – Apartment Building Requirements			
Building Type Requirements	Code Requirement	Provided	Analysis/Notes
Number of Principal Buildings Permitted (per Lot)	Multiple	Multiple	DPR/SPR
Front Property Line Coverage (%)	Min. 75%	Varies	SPR. To be verified at Site Plan Review.
Occupation of Corner Required (Yes/No)	Yes	Varies	SPR. Building 11 may require an Administrative Departure due to the irregular property line at the corner of Tuller Road and planned Hobbs Landing Drive, to be addressed at Site Plan Review. Details to be verified at SPR.
Front Required Building Zone (RBZ) Required	5-20 ft.	5-20 ft. (typ.), Some exceptions	SPR. RBZ should be measured along edge of greenway for Buildings 20 through 26. Details to be verified at SPR.
Corner Side RBZ Required	5-20 ft.	5 ft. (typ.), Some exceptions	SPR. Met for most buildings, where applicable. Details to be verified at SPR.

153.062(O)(4) – Apartment Building Requirements			
Building Type Requirements	Code Requirement	Provided	Analysis/Notes
Side Yard Setback Required	Min. 5 ft.	Varies	Met/SPR. Details to be verified at SPR.
Rear Yard Setback Required	Min. 5 ft.	Varies	Met/SPR. Details to be verified at SPR.
Minimum Lot Width Required	50 ft.	Varies	Met/SPR. Details to be verified at SPR.
Maximum Lot Width Required	None	N/A	N/A
Maximum Impervious Lot Coverage	80%	Unspecified	SPR
Semi-Pervious Lot Coverage	10%	Unspecified	SPR
Loading Facility Permitted (location relative to principal structure)	Rear	N/A	N/A
Entry for Parking within Building (relative to principal structure)	Rear/Side Façade	Unspecified	SPR
Minimum Building Height Permitted	2 stories	3 stories	Met
Maximum Building Height Permitted	4.5 stories	3 stories	Met
Story Height (ft.)	9-14 ft.	Unspecified	SPR
Minimum Finished Floor Elevation	2.5 ft. above sidewalk*	At Grade	SPR
Parking within Building	Rear of first 3 floors	Unspecified	SPR
Minimum Occupied Space Required (ft.)	Minimum 20 ft. depth facing street	Provided	Met
Street Façade Transparency (%)	20%	Unspecified	SPR. Measurement to be verified at SPR.
Blank Wall Limitations (Street Façade)	Required	Unspecified	SPR. Measurement to be verified at SPR.
Non-Street Façade Transparency (%)	15%	Unspecified	SPR. Measurement to be verified at SPR.
Blank Wall Limitations (Non-Street)	Required	Unspecified	SPR. Measurement to be verified at SPR.
Principal Entrance Location Required	Primary Street Façade of Building	Provided	Met.
Number of Street Façade Entrances Required (per ft of façade)	1 per 75 ft. of façade	Varies	Met with Administrative Departure
Parking Lot Façades: Number of Entrances	1 per 100 ft. of façade (min.)	N/A	N/A
Mid-Building Pedestrianways Required (# per ft. of façade)	Not Required	N/A	N/A
Vertical Increments Required (location on principal structure)	No greater than every 40 ft.	Unspecified	SPR

153.062(O)(4) – Apartment Building Requirements			
Building Type Requirements	Code Requirement	Provided	Analysis/Notes
Horizontal Façade Divisions Required (location on principal structure)	On buildings 3 stories or taller; within 3 ft. of the top of the ground story	Unknown	SPR
Permitted Primary Materials (types)	Stone, Brick, Wood, Fiber Cement Siding and Glass	Unspecified	SPR
Changes in Roof Plane/Type Required (per ft. of facade)	80 ft.	Unspecified	SPR
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet	Met
Tower(s) Permitted?	Yes, at terminal vistas	None	N/A
SPR: Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of SPR. 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	Met/SPR. A total of 1.8 acres of publicly accessible open space is required for this 386 unit residential development, which is met. The plans show a total of 4.7 acres of open space on the proposed plan: 1.4-acre greenway (east and west) and two park areas totaling 3.3 acres located along future John Shields Parkway.
(D)	Suitability of Open Spaces	Met/SPR. The conceptual design and siting of the greenway is consistent with the objectives for open space in the Bridge Street District. The size and scale of the proposed Village Green North and its future program are out of scale for an urban setting. ART recommends the applicant investigate whether additional development could be incorporated and the scale of the open space be reduced to be more in character with the proposed urban environment, particularly given the proximity to the future 12-acre park along the Scioto River.
(E)	Fee-in-Lieu of Open Space	N/A. Required open space is provided on-site.
(F) (G)	Open Space Types & General Requirements: Park	Met. Parks are intended to provide informal active and passive larger-scale recreational amenities to the city residents and visitors. The conceptual parks are located as a central village green design flanking both sides of future John Shields Parkway.
		Park Dimensional Requirements: Met/SPR. <ul style="list-style-type: none"> • Size (Min. 2 ac.; Max. none.): Met. • Min. % Along Street/Building (30% up to 5 acres): SPR. • Zoning Districts Permitted: Met. • Frontage Orientation (Any): Met.

153.064 – Open Space Types

Code Section	Requirement	Analysis/Notes
		<ul style="list-style-type: none"> • Uses/Structures (Playgrounds and small scale recreation courts permitted): N/A. • Impervious + Semi-Pervious (Max. 25%+10%): SPR. • Max. % Open Water (20%): N/A.
	Open Space Types & General Requirements: Greenway	<p>Met with condition. Greenways are intended to provide a combination of informal and well organized, primarily linear open spaces that serve to connect open space types and major destinations within and outside of the Bridge Street District. The conceptual greenway runs parallel to John Shields Parkway, generally as depicted in the Bridge Street District Area Plan. The proposed greenway area in front of Buildings 24-26 needs to be increased to meet the minimum dimension of 30 feet for a greenway.</p> <p>Greenway Dimensional Requirements: Met with condition/SPR.</p> <ul style="list-style-type: none"> • Size (Min. 1 ac.; No Max.): Met. • Minimum Dimension (30 ft.; 60 ft. Avg.): Met with condition. • Min. % Along Street/Building (50%): Met. • Zoning Districts Permitted: Met. • Frontage Orientation (Any): Met. • Uses/Structures (Playgrounds Permitted): N/A. • Impervious + Semi-Pervious (Max. 20%+10%): SPR. • Max. % Open Water (30%): N/A.

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

153.065(B) – Site Development Standards – Parking and Loading

Code Section	Requirement	Analysis/Notes						
(1)(b)	Parking Location	Met. Provided in a combination of garage spaces integrated with the apartment buildings, off-street surface parking on the interior of blocks and parallel on-street parking spaces.						
(1)(d)&(e)	Parking Lot Lighting & Landscaping	SPR. The applicant will be required to demonstrate compliance with applicable lighting and landscaping requirements for parking areas at SPR.						
(1)(f)	Parking Plan Required	SPR. The overall development provides more than the minimum number of required parking spaces, including garage spaces, off-street surfaces spaces and on-street parking. Adjustments to on-street parking spaces are necessary due to dimensional offset requirements near intersections. The applicant will need to confirm parking requirements are met with adjustments to street designs and alley circulation areas.						
(2)	Required Vehicle Parking	Met. The total parking requirement is 446 spaces. The plan includes 631 spaces. Parking requirements are calculated as follows:						
		<table border="1"> <thead> <tr> <th>Unit Type</th> <th>Minimum Required</th> <th>Maximum Permitted</th> </tr> </thead> <tbody> <tr> <td>One Bedroom Units (272)</td> <td>1 per dwelling unit (272 spaces)</td> <td>2 per dwelling unit (544 spaces)</td> </tr> </tbody> </table>	Unit Type	Minimum Required	Maximum Permitted	One Bedroom Units (272)	1 per dwelling unit (272 spaces)	2 per dwelling unit (544 spaces)
		Unit Type	Minimum Required	Maximum Permitted				
One Bedroom Units (272)	1 per dwelling unit (272 spaces)	2 per dwelling unit (544 spaces)						

153.065(B) – Site Development Standards – Parking and Loading

Code Section	Requirement	Analysis/Notes		
		Two Bedroom Units (114)	1.5 per dwelling unit (171 spaces)	2 per dwelling unit (228)
		Total Units (386)	446 Spaces	772 Spaces
(3)	Required Bicycle Parking	SPR. A minimum of 1 bicycle parking space is required for every 2 dwelling units (193 spaces). Details will be determined at SPR.		
(4)	Off-Street Parking Space and Aisle Dimensions	SPR. Surface parking lot design details to be verified with SPR.		
(5)	Parking Structure Design	N/A. No parking structure proposed. Garage parking is integrated into the buildings as permitted for the Apartment building type.		
(6)	Surface Parking Lot and Loading Area Design and Construction	SPR. To be verified with SPR.		
(7)	Required Loading Spaces	N/A. No loading spaces are required for this project.		

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.

153.065(C) – Site Development Standards – Stormwater Management

Code Section	Requirement	Analysis/Notes
153.065(C)	Stormwater Management	Met with Condition/SPR. The plans should be revised to incorporate stormwater management system details and calculations that meet the Stormwater Design Manual. Preferred methods include: media filters, the various vegetated bioretention systems (traditional bioretention, swales, planter/tree boxes, and curb extensions), pervious pavement, and green roofs. Details will be reviewed as part of the SPR.

SPR: Not enough information provided to determine if requirement is met. Details of this nature would be expected as part of SPR. 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 Requirements	SPR. Details to be reviewed as part of SPR.
(3)	Street Trees	SPR. Details to be reviewed as part of SPR.
(4)	Perimeter Landscape Buffering	N/A.
(5)	Surface Parking and Circulation Area Landscaping	SPR. These details will be reviewed as part of SPR once final revisions to site layout have been completed.
(6)	Required Building Zone (RBZ) Treatment	SPR. Details to be verified with SPR.
(7)	Foundation Planting	SPR. Details to be reviewed as part of SPR.

153.065(D) – Site Development Standards – Landscaping & Tree Preservation

Code Section	Requirement	Analysis/Notes
(8)-(11)	Tree Preservation and Replacement	SPR. Plans indicate general areas of tree preservation. A tree survey will be required with SPR. All efforts should be made to preserve protected trees and tree stands and incorporate them into the site design. Portions of existing tree rows are within the greenway and southern portion of the Village Green.
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.		

153.065(E) – Site Development Standards – Fencing, Walls, and Screening

Code Section	Requirement	Analysis/Notes
(1)	Fence and Wall Standards	SPR. Material and installation specifications for the fence surrounding the swimming pool behind the clubhouse will be required with SPR.
(2)	Street Wall Standards	SPR. Details to be verified with SPR.
(3)	Screening	SPR. Screening is required for the dumpster, transformer, and ground-mounted mechanical equipment. Details to be verified at SPR.
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.		

153.065(F) – Site Development Standards – Exterior Lighting

Code Section	Requirement	Analysis/Notes
(4)	Fixture Power and Efficiency	SPR. Exterior site lighting details will be required at SPR.
(5)-(8)	Shielding, Lighting Uniformity/Trespass, Light Poles	
(9)-(10)	Wall & Canopy Lighting	SPR. Details for these and other exterior building lighting will be required at SPR.
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.		

153.065(G) – Site Development Standards – Utility Underground

Code Section	Requirement	Analysis/Notes
(G)	Utility Undergrounding	Met. No overhead utilities in this area for undergrounding. Existing overhead utilities are on the north side of Tuller Road.

153.065(H) – Site Development Standards – Signs

Code Section	Requirement	Analysis/Notes
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(H)	Signs	SPR. A Master Sign Plan should be submitted as part of SPR.
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