

## MEMORANDUM 9-9-2014

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**Project:** Bridge Park  
**Project No.:** \_\_\_\_\_  
**Date and Time:** 9-9-2014  
**Project Phase:** Basic Site Plan Review  
**Prepared By:** Teri Umbarger

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### Summary:

1. Basic site plan review submittal to include the following:
  - a. Civil Documents
    - i. Existing Conditions Plan
    - ii. Overall site plan
    - iii. Block B site plan
    - iv. Block C site plan
  - b. Landscape Drawings
    - i. Landscape plans, details, Roof Patio Details, sections
  - c. Architectural
    - i. Use site plan
    - ii. Conceptual Plans
    - iii. Roof plan
    - iv. Building section
    - v. Building Elevations
  - d. Parking
    - i. Zoning Summary
    - ii. Block b & C Count summary
    - iii. Block B parking plans
    - iv. Block C parking plans
  - e. Departure list

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### Bridge Park Site

The Bridge Park Site is a nearly 40 -acre site located on the east bank of the Scioto River, north of Bridge Street/West Granville Road, south of Tuller Ridge, west of Dale Drive and east of Riverside Drive. Given the unique opportunity for coordinated public and private development on the BridgePark Site, the Riverside Neighborhood District is being proposed to further define development on this site.

### Bridge Park Vision

The vision for Bridge Park embraces the Vision Principles set forth for the Bridge Street Corridor to create a unique mixed-use, pedestrian-friendly place to live, work, and visit, offering connections to Historic Dublin, Riverside Park and the Scioto River. Through a diversity of uses, from hotel, office, retail and dining, fitness and grocery, and a variety of residential products, the development will attract residents and visitors to an active place seven days a week - a truly vibrant new place. Applying a pedestrian-friendly approach, the Bridge Park development will offer a safe and comfortable environment where people can benefit from the diversity of uses and abundant natural assets of this location. By creating connections enabled by investments in public infrastructure, the development leverages the newly created open space, the beauty of the River and the proximity to Historic Dublin to be an active part of the everyday experience here.

### **Urban Design Principles**

A hierarchy of street types has been established to create an urban framework within the Bridge Park site. Riverside Drive is a generous boulevard serving vehicles, pedestrians and bicycles alike, while creating and defining generous greenspaces. A greenway running east to west accompanies John Shields Parkway, creating an extension to Riverside Park.

Bridge Park Avenue uses an 80-foot right-of-way between Riverside and Mooney, then transitions to a 69-foot right of-way, providing space for vehicles, sidewalk, and greenspace. Mooney Street and Tuller Ridge Avenue are both 65-foot rights-of-ways acting as neighborhood streets. All other private streets will maintain a familiar urban street wall condition.

All streets are intended to be part of a seamless street grid, whose consistency helps to create a true sense of place. This principle is critical because numerous streets are located above structured parking. The complexity of coordinating street utilities, stormwater drainage, ample depths for landscaping, etc. will require close coordination among the design team members.

### **Building Types & Heights**

The Bridge Park development takes advantage of a range of Building Types defined in the Bridge Street Corridor District §153.062. As one moves along Riverside Drive, a consistent scale defines the experience; however, given the multitude of uses, a uniform datum is avoided and each building is afforded its own identity, and variation in height is encouraged. At the corner of Riverside Drive and Bridge Park Avenue, a sense of gateway is created to mark the arrival either by pedestrian bridge or by vehicle, announcing the heart of the Commercial Neighborhood on Bridge Park Avenue.

### **Open Space**

The use of Open Space is an integral part of the Bridge Park development and is applied at a range of scales. The Bridge Park development evenly distributes a range of Open Space. The development has open space between C4 and C3, B4 & B3, F1 & F2 in front of and between G1 & G2 and along Riverside Drive. All areas have been design to have its own identity

### **Area totals**

- B1 = 172,920 sf; 6 stories; mixed use includes retail, office and residential
- B2 = 96,882 sf; 6 stories; mixed use retail, office and residential
- B3 = 65,036 sf; 5 stories, mixed use retail and residential
- B4 = 238420 sf; 6stories; mixed use of garage and residential
- C1 = 74,619 sf; 5 stories; mixed use of retail and residential
- C2 = 97,798 sf; 6 stories; Mixed use of retail and office
- C3 = 65, 331 sf; 5 stories; Mixed use of retail, office and residential
- C4 = 242,406 sf; 6 stories; mixed use of retail, garage and residential
- Parking Block B – 158, 546 sf
- Parking Block C – 135,303 sf

# BRIDGE PARK | PARKING ZONING COMPLIANCE SUMMARY

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## Block B

Dublin Zoning BSC section	Dublin Zoning BSC Requirement	Provided	Meets Dublin Code?
153.065 (B)(2)(a)	Minimum and maximum parking spaces based on use: min=784, max=1087	673 structured + 36 on-street = 709	No
153.065 (B)(2)(c)	Minimum Accessible Parking spaces based on OBC = 14	14	Yes
153.065 (B)(4), Table 153.065-B	Regular Space is 9'x18'; Compact space is anything less than Regular, with minimum size of 8'x16'	Regular is at least 8'-4"x17'; Compact is < Regular and minimum is 8'x16'	No
153.065 (B)(4), Table 153.065-B	Maximum of 10% of total spaces can be Compact	26%, based on Dublin's compact space definitions	No
153.065 (B)(5)(a)(1) & 153.065 (B)(5)(a)(2)	Minimum Entrance+Exit lanes = (2) entrance lanes and (4) exit lanes. Only two entry/exit lanes per entrance permitted.	2 entrance, 2 exit lanes per block, one pair at each end of building B4	No
153.065 (B)(5)(c)(1)	Cross aisle required every 400'	Yes	Yes
153.065 (B)(5)(c)(3)	Minimum ceiling clearance of 12' where parking structure has street frontage, and design for potential commercial/civic/public use	8'-2" Accessibility clearance	No
153.065 (B)(5)(c)(4)	Minimum ceiling clearance of 8'-6" throughout	8'-2" Accessibility clearance	No

# BRIDGE PARK | PARKING ZONING COMPLIANCE SUMMARY



## Block C

Dublin Zoning BSC section	Dublin Zoning BSC Requirement	Provided	Meets Dublin Code?
153.065 (B)(2)(a)	Minimum and maximum parking spaces based on use: min=672, max=912	604 structured + 44 on-street = 648	No
153.065 (B)(2)(c)	Minimum Accessible Parking spaces based on OBC = 13	13	Yes
153.065 (B)(4), Table 153.065-B	Regular Space is 9'x18'; Compact space is anything less than Regular, with minimum size of 8'x16'	Regular is at least 8'-4"x17'; Compact is < Regular and minimum is 8'x16'	No
153.065 (B)(4), Table 153.065-B	Maximum of 10% of total spaces can be Compact	33%, based on Dublin's compact space definitions	No
153.065 (B)(5)(a)(1) & 153.065 (B)(5)(a)(2)	Minimum Entrance+Exit lanes = (2) entrance lanes and (4) exit lanes. Only two entry/exit lanes per entrance permitted.	2 entrance, 2 exit lanes per block, one pair at each end of building C4	No
153.065 (B)(5)(c)(1)	Cross aisle required every 400'	Not applicable	Yes
153.065 (B)(5)(c)(3)	Minimum ceiling clearance of 12' where parking structure has street frontage, and design for potential commercial/civic/public use	8'-2" Accessibility clearance	No
153.065 (B)(5)(c)(4)	Minimum ceiling clearance of 8'-6" throughout	8'-2" Accessibility clearance	No