

City of Dublin Planning and Zoning Commission

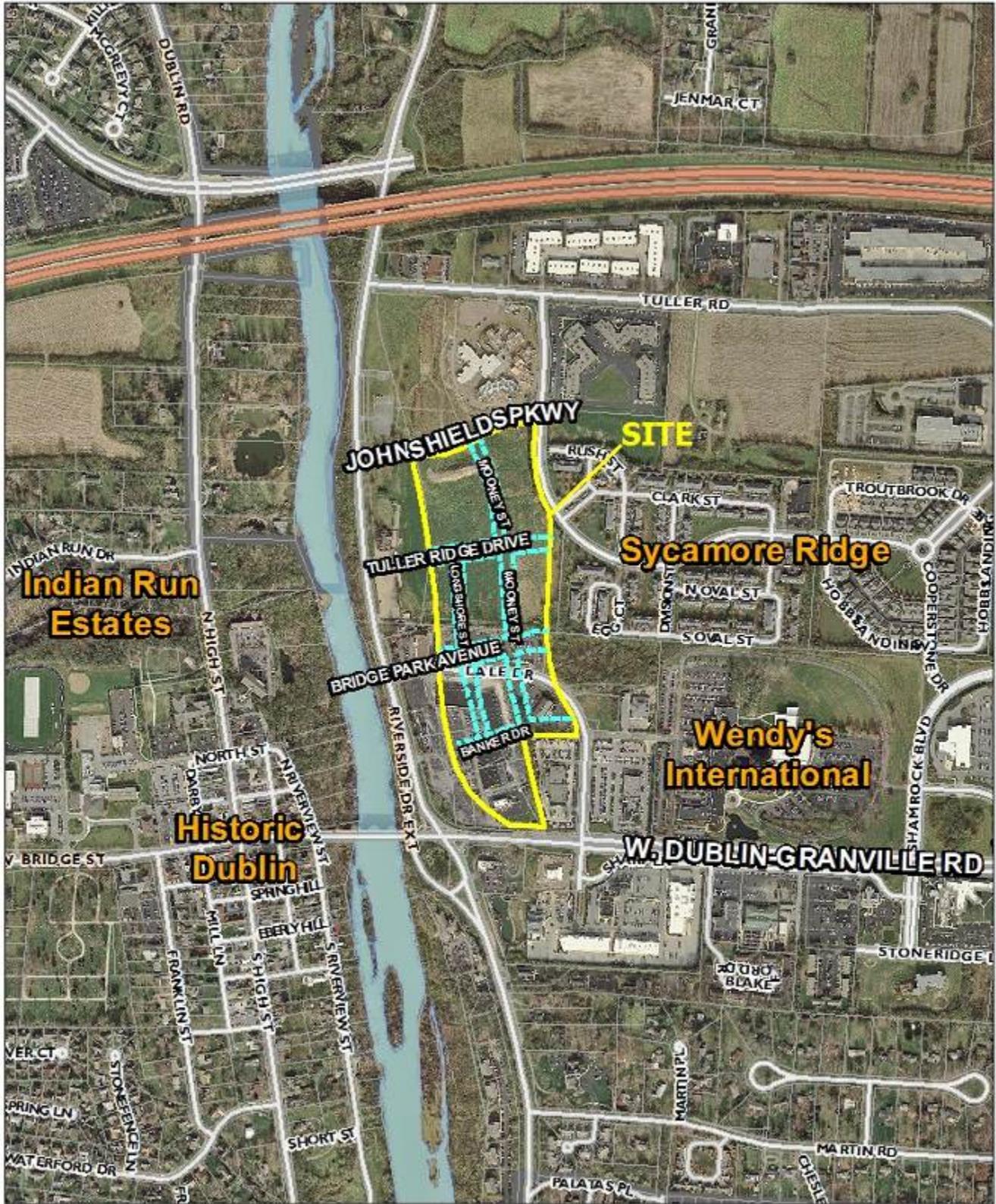
Planning Report

Thursday, February 5, 2015

BSD Scioto River Neighborhood District – Bridge Park Mixed-Use Development – Preliminary Plat

Case Summary

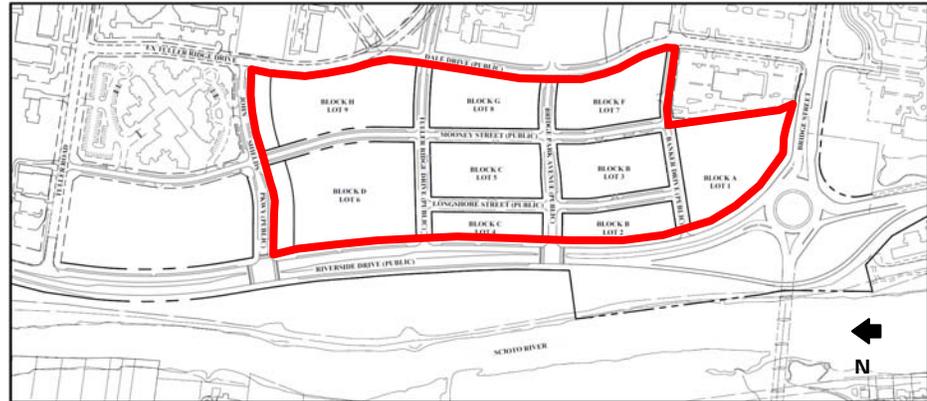
Agenda Item	4
Case Number	15-002PP
Site Location	East of Riverside Drive, north of West Dublin-Granville Road, west of Dale Drive, south of John Shields Parkway.
Proposal	This is a request for a preliminary plat for a new mixed-use development on a 30.9-acre site. The proposal includes new public streets and nine blocks for development for the overall site.
Applicant	Nelson Yoder, Crawford Hoying Development Partners.
Planning Contact	Rachel S. Ray, AICP, Planner II (614) 410-4656, rray@dublin.oh.us
Requests	Review and recommendation of approval to City Council of a preliminary plat under the provisions of the Subdivision Regulations (Chapter 152 of the Dublin Code of Ordinances).
Planning Recommendation	Recommendation of approval of the preliminary plat with two conditions. Based on Planning's analysis, the proposal meets the requirements of the Subdivision Regulations, subject to two conditions.
Conditions	<ol style="list-style-type: none">1) That City Council approves a Plat modification for the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent; and2) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to final review by City Council.



 <p>City of Dublin</p>	<p>15-002PP Preliminary Plat Bridge Park Mixed Use Development Riverside Drive & West Dublin-Granville Road</p>	<p>0 400 800 Feet</p> 
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Facts	
Site Area	± 30.9 acres
Zoning	BSD Scioto River Neighborhood District
Surrounding Zoning and Uses	<p>The site is part of the Bridge Street District and is defined by Riverside Drive to the west, State Route 161/West Dublin-Granville Road to the south, Dale Drive/Tuller Ridge Drive to the east, and the new John Shields Parkway (phase 1) to the north.</p> <p>The Vrable Skilled Nursing facility, zoned BSD Office Residential District, is north of the site. The Sycamore Ridge apartment community, zoned BSD Residential District, is to the east, and the City’s future riverfront park land is to the west across the future realigned Riverside Drive. The Acura and Capital Cadillac car dealerships, also zoned BSD Scioto River Neighborhood District, are southeast of the site. The Shoppes at River Ridge shopping center (BSD Commercial) is south across West Dublin-Granville Road.</p>
Case History	See Case History at the end of this report.
Site Features	<p>The southern portion of the site is developed with an auto-oriented shopping center with an outparcel building. The City of Dublin controls a portion of the shopping center parking lot area as future right-of-way for the roundabout planned at the intersection of Riverside Drive and S.R. 161. Land currently developed with commercial uses (spa, car wash, COTA park and ride, medical office building) is along the north side of Dale Drive, which is proposed to be realigned as part of this subdivision request. The northern portion of the site, previously operated as a golf driving range, is undeveloped.</p> <p>The land slopes down east to west toward the Scioto River by 40 feet over the approximately 700-foot width of the site. There is a nearly vertical change in grade of about 25 feet at the southeastern corner of the site, between the existing shopping center and the adjacent car dealership. Most of the existing landscaping was planted in the parking areas and around the perimeter of the commercial properties as required landscaping, although some natural vegetation is along the north side of the commercial properties north of Dale Drive and east behind the shopping center.</p>
Preliminary Plat & Basic Development Plan	The Bridge Park mixed-use development project involves the subdivision of 30.9 acres of land into multiple parcels/lots and blocks for development, in addition to the dedication of right-of-way, reconfiguration

Facts



Basic Development Plan Area

of lot lines, and right-of-way vacation. The proposed preliminary plat coincides with the same 30.9-acre Basic Development Plan, which was approved by City Council on January 20, 2015.

The purpose of the Basic Development Plan Review is to evaluate, at a conceptual level, the cohesiveness of the framework that will enable the overall Bridge Park mixed-use development.

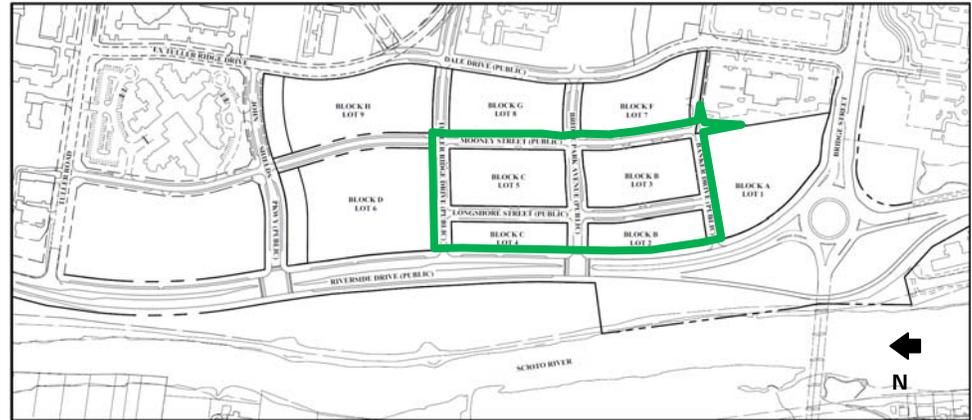
Review of the preliminary plat is governed by the City's Subdivision Regulations, Chapter 152 of the Dublin Code of Ordinances. The preliminary plat is a technical analysis of the subdivision of land and dedication of rights-of-way.

The proposed 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.

Basic Site Plan

The Basic Site Plan for this project was approved by City Council on January 20, 2015. The Basic Site Plan Review provides a conceptual analysis of the arrangement of proposed uses, buildings, and open spaces and provide feedback on the proposed architectural concepts. The Bridge Park Basic Plan applies only to the first phase: lots/blocks 2, 3, 4, and 5, including all eight buildings and associated open spaces proposed on the four blocks.

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Basic Site Plan Area

City Council Basic Plan Review

At a special meeting on Tuesday, January 20, 2015, City Council reviewed and approved the Basic Development Plan and Basic Site Plan for this project. The draft meeting minutes are not yet available; however, the video is available online here: <http://dublinohiousa.gov/watch-council-meetings/council-meeting-tuesday-january-20-2015/> (City Council's discussion of the project begins at approximately 2:18:33 on part 1 and continues through part 2).

The Basic Plan items directly related to the Preliminary Plat are summarized below.

Waivers

City Council approved two Development Plan Waivers:

1. *Maximum Block Size – Zoning Code Section 153.060(C)(2)(b)*
 To increase the maximum permitted block dimensions for Lot 6 (increasing maximum block length from 500 feet to ±584 feet on the west and 617 feet on the east, and maximum block perimeter from 1,750 feet to ±1,979 feet); and
 To increase the maximum permitted block dimensions for Lot 9 (increasing maximum block length from 500 feet to ±640 feet on the west and 687 feet on the east, and maximum block perimeter from 1,750 feet to ±1,894 feet).
2. *Front Property Lines – Zoning Code Section 153.060(C)(3)(b)*
 Allowing only one front property line (and three corner side property lines) instead of two front property lines (and two corner side property lines) for Lots 3 and 5 containing parking structures, where a minimum of two front property lines are required.

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Given their technical nature, Council approved by the block size and front property line Waivers (refer to *Background & Context: City of Dublin Public Improvements* below for more information).

Street Sections

The Bridge Street District includes a series of “signature” streets, such as Riverside Drive, John Shields Parkway, and Bridge Park Avenue, in addition to the local “district” streets. Previous reviews of street sections included discussions particularly within the pedestrian realm along Bridge Park Avenue (and Riverside Drive). This included:

- Providing adequate space outside of the right-of-way for outdoor amenities including restaurant patios and seating areas;
- Ensuring adequate space for street trees, light poles, and other street furnishings without impeding pedestrians and bicyclists;
- Allowing bicyclists and pedestrians to safely navigate and share the public space along Bridge Park Avenue (and Riverside Drive); and
- Having sufficient walkway space to allow for a high degree of pedestrian activity and clear areas for sidewalk activities.

Amenities: Since the distance between building faces is a fixed dimension, the City and the applicant have coordinated to plan for the public realm, which is effectively the space between the building façades, particularly along Bridge Park Avenue where pedestrian activity will be the highest. The Basic Site Plan indicates that the distance between building façades ranges from 82 feet at the narrowest, up to approximately 130 feet at the intersection with Riverside Drive. These dimensions are highly consistent with great streets in urban contexts adjacent to four to six story buildings, as proposed in this development. The concern is that pushing the buildings any farther apart to add more elements within the right-of-way will compromise the proportional relationship between the width of the streetscape and the height of the buildings, which is critical to the successful urban design of this project.

Bicyclists: A significant concern related to the size and location of the sidewalk and bicycle facilities along Bridge Park Avenue. The proposed preliminary plat has five-foot cycle tracks on the north and south sides of Bridge Park Avenue, adjacent to the five-foot sidewalks and five-foot planters with two feet of at-grade overlap. A “sharrow” will be placed in the center of the travel lanes signaling to motorists that cyclists will share the lanes with vehicles traveling at lower speeds through this highly pedestrian-oriented street corridor.

Facts

The cycle track in this section is provided to recognize that the more “serious” bicyclists will likely travel on the street, and that the cycle track will not function as a high-speed commuter route given the amount and nature of the traffic along this street segment. Rather, the intent for the cycle track in this portion of the Bridge Street District bicycle network is to permit the casual cyclists to slow down, walk or park their bicycles, and/or move onto the street. In this way, the cycle track is able to function more as an extension of the sidewalk, with markings that will signal to pedestrians that bicyclists will share the pedestrian zone.

The five-foot sidewalk is the outer-most portion of the public right-of-way, intended to seamlessly extend from the cycle track onto the adjacent private property as a continuous extension of the streetscape. In areas designated as “shopping corridors,” including Bridge Park Avenue, a minimum of 12 feet of clear area (including the adjacent cycle track and overlap onto the at-grade tree grates) is required, necessitating one additional foot of clear area on private property within the Required Building Zone.

City Council members generally expressed their support for the proposed street sections, including the sidewalk and cycle track arrangement, although additional detail was requested about the design and safety of this arrangement in a highly pedestrian-oriented area like Bridge Park Avenue. Details, such as signs and pavement design/markings, will be determined at the Development Plan and Final Plat.

For more information, refer to the attached *Cycle Track Examples* showing places where cycle tracks have been used in similar contexts, with their approximate dimensions noted.

Transit/Bus Service

City Council and members of the public discussed the project’s existing and future transit service and availability. It was noted that one of the existing sites within the project area is a COTA park and ride facility, which is proposed to be relocated (the proposed site is at Bright Road and Emerald Parkway – refer to the Planning Report for case 15-006Z/CU). There was some misunderstanding of the function of this facility with respect to transit service for the future Bridge Park development. The park and ride facility is intended to serve only motorists who are driving from other locations to the park and ride site.

Bridge Park will ultimately be served transit. However, transit service requires high densities and centers of activity to ensure high ridership rates and levels of service. This area will be ideal for transit service once there is sufficient density to justify additional routes. The City is

Facts	
	<p>coordinating with COTA on both their short- and longer-term service needs.</p> <p>At the request of Council, City staff is also discussing other potential transit options, including the possibility of a City-operated transit circulator system through Bridge Park and potentially to other nearby work and shopping destinations.</p> <p>A potential bus stop has been shown on the Basic Plans on Dale Drive; however, this location must be coordinated with COTA and their routes (or with any other transit service provider). The proposed 11-foot travel lanes are wide enough to accommodate buses on all streets. Depending on COTA's (or another transit service provider's) needs for bus stops, the on-street parking areas provide sufficient space to accommodate bus stop zones once appropriate locations are identified. Details will be available at the Development Plan and Site Plan Reviews.</p> <p><i>Transit/Rail</i></p> <p>The potential for rail transit service is the subject of some speculation, but no conceptual planning has been done as yet. There are appropriate locations for rail transit routes, likely with regional roadways (Riverside Drive) and roadways with connections across the Scioto River (John Shields Parkway, West Dublin-Granville Road). The rights-of-way and adjacent greenways are wide enough to accommodate future retrofits necessary for the construction of rail transit lines.</p>
Next Steps	<p>Following the Preliminary Plat approval a Final Plan approval will be required. It is anticipated that the (final) Development Plan Review to determine the detailed elements of the public realm will correspond with phased Final Plat sections.</p> <p>The Planning & Zoning Commission is the required reviewing body for the Development Plan and a recommending body to City Council for Preliminary Plats and Final Plats.</p>

Details		Preliminary Plat
Plat Overview	<p>The proposed preliminary plat includes:</p> <ul style="list-style-type: none"> • A grid street network; • Five new public streets (Bridge Park Avenue, Tuller Ridge Drive, Banker Drive, Mooney Street, and Longshore Street); • Nine development blocks (Lots 1- 9) subdivided by public streets; • Reconfiguration of rights-of-way for John Shields Parkway and 	

Details	Preliminary Plat
	<p>Riverside Drive;</p> <ul style="list-style-type: none"> • Vacation and reconfiguration of the right-of-way for the east/west portion of Dale Drive; • Existing conditions survey (preliminary plat detail); • Master utility plan; • Typical street sections; and • Tree survey.
<p>Background & Context: City of Dublin Public Improvements</p>	<p>While not included as part of the preliminary plat, several capital improvement projects are currently underway that relate to the public improvements shown on the preliminary plat.</p> <p><i>Riverside Drive/State Route 161 Roundabout</i> A roundabout for this major intersection will begin construction in early spring of this year. The need for improvement of this intersection was identified prior to the Bridge Street District planning efforts.</p> <p><i>Riverside Drive Realignment</i> Riverside Drive will to be relocated to the east, opening up land along the Scioto River frontage for future community park land. Riverside Drive is in final design stages, with construction set to begin this spring, and coordinated with the roundabout construction. The design of Riverside Drive includes:</p> <ul style="list-style-type: none"> • Four 11-foot travel lanes; • A landscaped median with 11-foot turn lanes at the intersections; • 8-foot parking lanes on both sides of Riverside Drive, between John Shields Parkway and Bridge Park Avenue; • A 10-foot two-way cycle track along the west side (park side) of Riverside Drive; • A 3-foot carriage walk on the east side of Riverside Drive, adjacent to the parking lane; • An 8-foot planter on the east side of Riverside Drive; and • A 10-foot sidewalk on the east side of Riverside Drive. <p>Additional pedestrian areas will be available on private property outside of the right-of-way along Riverside Drive for walkways and patio spaces. Actual dimensions will be reviewed and determined at the Development Plan and Site Plan Reviews, however, the private space ranges from</p>

Details	Preliminary Plat
	<p>approximately from 5 to 25 feet.</p> <p>Only minor adjustments to the right-of-way are proposed as part of the preliminary and (future) final plats for this area, illustrated on plans PP5-PP7.</p> <p><i>John Shields Parkway</i> The first segment of the new John Shields Parkway (JSP) between future Mooney Street and Tuller Ridge Drive will be open in spring 2015. Minor adjustments to the JSP right-of-way are proposed as part of the preliminary and (future) final plat, illustrated on plan PP5, resulting from the more recent detailed planning for this area.</p>
Streets	<p>The proposed preliminary plat for 30.9 acres establishes nine blocks coinciding with nine 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. The plat includes the vacation of the east/west segment of Dale Drive and realignments of portions of existing rights-of-way.</p> <p><i>Bridge Park Avenue</i> The City has acquired a right-of-way along the north side of the Wendy's International headquarters, approximately 350 feet east of the site. This right-of-way will allow the future extension of the proposed Bridge Park Avenue, eventually connecting to Village Parkway and Sawmill Road.</p> <p>Bridge Park Avenue is an east-west District Connector street, as defined in Zoning Code §153.061(C)(1)(b). District Connector Streets are intended to connect sub-districts within the Bridge Street District along highly-visible street frontages. They can serve as prime locations for destination-oriented development such as shopping corridors.</p> <p>The portion of Bridge Park Avenue included in the proposed plat is from the relocated Riverside Drive to the new Dale Drive (connecting Tuller Ridge Drive to the existing Dale Drive). The proposed roadway has three sections:</p> <p style="text-align: center;"><u>Between Riverside Drive & Longshore Street</u> - 80-foot typical street section</p>

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Preliminary Plat

- Two 11-ft. travel lanes, plus an 11-ft. left turn lane;
- 3-ft. carriage walk;
- 8-ft. planter/sidewalk area;
- 5-ft. cycle track;
- 7.5-ft. sidewalk.

Between Longshore Street & Mooney Street

- 80-foot typical street section;
- Two 11-foot travel lanes, plus an 11-ft. left turn lane;
- 8-ft. parallel parking spaces on both sides of the street;
- 5.5-ft. planter/sidewalk area;
- 5-ft. cycle track;
- 5-ft. sidewalk.

Between Mooney Street & Dale Drive

- 69-foot typical street section
- Two 11-foot travel lanes (no turn lane);
- 8-ft. parallel parking spaces on both sides of the street;
- 5.5-ft. planter/sidewalk area;
- 5-ft. cycle track;
- 5-ft. sidewalk.

Dale Drive/Tuller Ridge Drive

A street connection was recently constructed to connect Dale Drive with Tuller Ridge Drive and Tuller Road, as part of the detour route for the SR 161/Riverside roundabout. When Dale Drive becomes Bridge Park Avenue as part of this preliminary and (future) final plat, the north/south roadway segment will be renamed to Dale Drive. Tuller Ridge Drive intersects with this new connector roadway to allow a future extension west to connect with Riverside Drive and is part of this proposed preliminary plat.

Tuller Ridge Drive is a Neighborhood Street as defined in Zoning Code §153.061(C)(1)(c) that runs east/west and connects the existing, realigned Tuller Ridge Drive (realigned as part of the Dale/Tuller Connector road project) with Riverside Drive. This street accommodates all required streetscape elements. The design includes:

- 65-foot right-of-way
- Two 11-foot travel lanes;

Details	Preliminary Plat
	<ul style="list-style-type: none"> - 8-ft. parallel parking spaces on both sides of the street; - 2.5-ft. carriage walk; - 5-ft. planter/sidewalk area; - 6-ft. sidewalk <p><i>Mooney Street</i> is a Neighborhood Street that runs north/south and connects the dedicated Mooney Street north of John Shields Parkway, south through the Bridge Park development to future Banker Drive.</p> <p><i>Longshore Street</i> is a Neighborhood Street that runs north/south parallel to and between Riverside Drive and Mooney Street.</p> <p><i>Banker Drive</i> is an east/west street that is an extension of the same road located farther to the east of the site. Banker Drive connects Riverside Drive east to Dale Drive.</p> <p>All three streets accommodate all required streetscape elements. The design includes:</p> <ul style="list-style-type: none"> - 60-foot right-of-way - Two 11-ft. travel lanes; - 8-foot parallel parking spaces on both sides of the street; - 5-ft. planter/sidewalk area; - 6-ft. sidewalk. <p>The section of Banker between Mooney Street and Dale Drive will not have on-street parking due to the grade change, but all other elements will remain the same.</p>
Preliminary Plat Lots	<p>Lot descriptions are provided below. §153.060 (C)(2) provides maximum block sizes for the Scioto River Neighborhood at 500 feet for block length, and 1,750 feet for block perimeter.</p> <p>Lot 1 3.46 acres at the southwest corner of Riverside Drive and S.R. 161.</p> <p><i>Block Dimensions</i> Lengths: 494 ft. (east), 424 ft. (north), and 672 ft. (south/ west). Perimeter: 1,590 ft.</p>

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Preliminary Plat

§153.063(F)(3)(b)2 allows the maximum block length of 500 feet to be exceeded adjacent to the roundabout, as long as the required mid-block pedestrianways are provided. The applicant will be required to show compliance with this with the Development Plan Review.

Lot 2

1.3 acres on Riverside Drive at the southeast corner of the intersection with Bridge Park Avenue.

Block Dimensions

Lengths: 451 ft. (east), 136 ft. (south), 473 ft. (west), 110 ft. (north).
Perimeter: 1,170 ft.

Lot 3

2.25 acres on the south side of Bridge Park Avenue, between Longshore Street and Mooney Street.

Block Dimensions

Lengths: 429 ft. (east), 225 ft. (south), 443 ft. (west), 226 ft. (north).
Perimeter: 1,323 ft.

Lot 4

1.13 acres on Riverside Drive at the northeast corner of the intersection with Bridge Park Avenue.

Block Dimensions

Lengths: 429 ft. (east), 225 ft. (south), 443 ft. (west), 226 ft. (north).
Perimeter: 1,323 ft.

Lot 5

2.34 acres on the north side of Bridge Park Avenue, between Longshore Street and Mooney Street.

Block Dimensions

Lengths: 450 ft. (east), 225 ft. (south), 455 ft. (west), 225 ft. (north).
Perimeter: 1,355 ft.

Lot 6

4.69 acres on Riverside Drive at the southeast corner of the intersection

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Preliminary Plat

with John Shields Parkway. An 80-foot greenway is planned along the south side of John Shields Parkway.

Block Dimensions (approximate)

Lengths: 617 ft. (east), 399 ft. (south), 584 ft. (west), 379 ft. (north).
Perimeter: 1,979 ft.

City Council approved Waivers for the sides of the block exceeding the maximum block length requirement on the east and west sides of the block and the total block perimeter.

Lot 7

2.31 acres on the south side of Bridge Park Avenue at the southwest corner of the intersection with Dale Drive (north/south segment).

Block Dimensions (approximate)

Lengths: 463 ft. (east), 282 ft. (south), 432 ft. (west), 204 ft. (north).
Perimeter: 1,381 ft.

Lot 8

2.29 acres on the north side of Bridge Park Avenue at the northwest corner of the intersection with Dale Drive (north/south segment).

Block Dimensions

Lengths: 448 ft. (east), 203 ft. (south), 447 ft. (west), 253 ft. (north).
Perimeter: 1,351 ft.

Lot 9

3.48 acres on the south side of John Shields Parkway at the southwest corner of the intersection with Dale Drive (north/south segment). An 80-foot greenway is planned along the south side of John Shields Parkway.

Block Dimensions

Lengths: 687 ft. (east), 261 ft. (south), 640 ft. (west), 306 ft. (north).
Perimeter: 1,894 ft.

City Council approved Waivers for the sides of the block exceeding the maximum block length requirement on the east and west sides of the block and the total block perimeter.

Details Preliminary Plat	
Preliminary 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 <i>Preliminary Plat for Bridge Park East</i> .
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	<div style="text-align: center;"> <p>Chamfered Corner – Intersection Detail Diagram</p> <p>Green Way ±25,881 sq ft $\Delta=21^{\circ}11'34''$ $R=761.50'$ $T=142.46'$ $L=281.67'$</p> <p>JOYN SHIELDS PARKWAY (PUBLIC) $S86^{\circ}03'48''W$ 30.00' $S66^{\circ}29'49''W$ 53.44'</p> <p>Green Way ±29,894 sq ft</p> <p>MOONEY STREET (Prop R/W ±2.1 Acres)</p> <p>LOT 6 ±204,227 sq ft Building Type: Mixed Use</p> </div> <p>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 regulations of the Zoning Code.</p>

Details **Preliminary Plat**

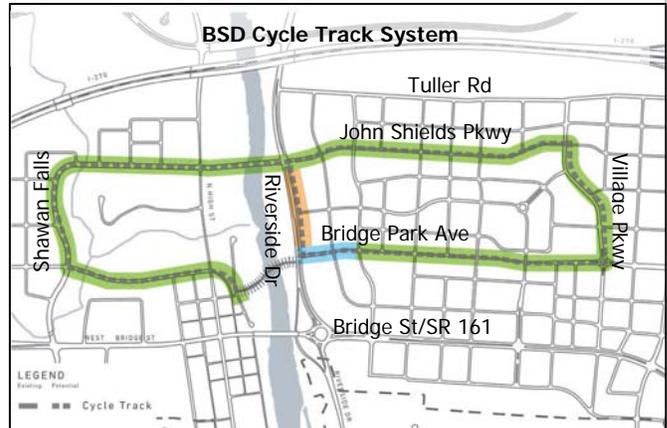


The Subdivision Regulations §152.029(B)(6) require rights-of-way at street intersections be connected with a straight line tangent to the intersection. The plat does not include this chamfered intersection detail due to the Bridge Street provisions of the Zoning Code that require corner occupancy by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



Bicycle Facilities

The street sections of the Preliminary Plat provide bicycle connections consistent with the Bridge Street District-wide cycle track “loop” planned throughout the area, crossing the Scioto River at the planned John Shields Parkway bridge and at the future pedestrian bridge extending from Bridge Park Avenue.



The cycle track is designed to accommodate bicyclists at sidewalk level (outside of the vehicular realm), but prioritizes pedestrians in the hierarchy of activity anticipated along Bridge Park Avenue.

Five-foot cycle tracks will be provided on the north and south sides of Bridge Park Avenue, adjacent to the 5-foot to 7.5-foot sidewalks. A two-way, ten-foot cycle track continues along the west side of Riverside Drive to the north of Bridge Park Avenue, connecting to the cycle track planned along John Shields Parkway and the regional cycle track network (refer to conceptual graphic, above). Details, including materials, will be provided with Development Plan Review and Final Plat.

Details	Preliminary Plat
Utilities	<p>There is a public 36-inch sanitary sewer trunk which runs along the east side of the existing location of Riverside Drive, which will remain in place. This sewer will serve Blocks 1- 5, 7, and 8. A new sanitary sewer along the south side of John Shields Parkway will serve Blocks 6 and 9.</p> <p>This proposal removes 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, and around the block of Tuller Ridge Drive, Mooney Street and John Shields Parkway (due to the pedestrian tunnel under Riverside Drive).</p> <p>Other existing water lines that will be used 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).</p>
Stormwater: See also §153.065(C)	<p>The public improvements will be done in compliance with Chapter 53, Stormwater Regulations and the Ohio Environmental Protection Agency (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 stormwater control measures for street runoff for both the City and State's requirements.</p> <p>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 <i>quantity</i> control as it is directly connected to the Scioto River. The site will have to provide <i>quality</i> control measures required by the OEPA in the General Construction Permit.</p> <p>The plan notes indicate that bioretention areas will be included in the design of the open spaces of this project to accommodate the stormwater management requirements. The design of these facilities will need to meet the Stormwater Management Design Manual and appropriately integrate into the design of the open space.</p>
Right-of-Way Encroachment	<p>Notes will need to be added to the plat regarding the right-of-way encroachment for the resident/pedestrian bridges and the area wells for the parking garages shown on the Basic Site Plan for the buildings</p>

Details	Preliminary Plat
	<p>associated with this project. A general note is provided on page PP1, and actual locations, dimensions, and other details as required by the City Engineer must be designated on the Final Plat.</p>
Open Space	<p>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 as public access easements, which will also need to be included on the Final Plat.</p>
Tree Preservation	<p>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. §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 streets and structures are located where required by the Zoning Code and for the provision of utilities.</p>

Analysis	Preliminary Plats
Process	<p>The Subdivision Regulations §152.018 identify requirements for the review and approval for a plat. Following is an analysis by Planning based on a summary of those requirements.</p>
<p>1) Plat Information and Construction Requirements</p> <p><i>Condition</i></p>	<p>Criterion 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 this report. The applicant must ensure that any minor technical adjustments to the plat are made prior to final City Council submittal.</p>

Analysis		Preliminary Plats
2) Street, Sidewalk, and Bike path Standards	<i>Condition</i>	<p>Criterion 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.</p> <p>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.</p>
3) Utilities		<p>Criterion met: Utility lines are adequately sized and located to serve the development.</p>

Recommendation		Preliminary Plat
Approval		<p>This proposal complies with the preliminary plat criteria and a recommendation to City Council for approval of this request is recommended with two conditions.</p>
Conditions		<ol style="list-style-type: none"> 1) That City Council approves a Plat modification for the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent; and 2) That the applicant ensures that any minor technical adjustments and other adjustments as noted in this report are made prior to final review by City Council.

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.

CASE HISTORY

The information below is a summary of the case history preceding the most recent public review (City Council's review of the Basic Development Plan and Basic Site Plan). Refer to the applicable minutes for more information.

Informal Review

The Planning and Zoning Commission conducted an Informal Review of the Bridge Park mixed-use development 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.

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 formal development process was a City-sponsored Zoning Code amendment and area rezoning of land including the project area from a series of parcels with three different zoning district classifications to a single neighborhood zoning district. The new zoning district allowed a coordinated combination of regulations that applied across the previous three zoning districts.

Previous Submission of Applications for Basic Development Plan and Preliminary Plat

The ART made a recommendation to the Planning and Zoning Commission and City Council on July 31, 2014 on a previous version of the Basic Development Plan and Preliminary Plat. The proposal originally consisted of seven blocks for development subdivided by a series of public streets and private drives to be constructed over underground parking structures. The Planning

and Zoning Commission approved the application for Basic Development Plan Review on August 7, 2014, and City Council approved the Preliminary Plat on September 22, 2014.

Informal Review of Revised Site/Architecture

Following City Council's review of the Preliminary Plat in September 2014, the applicant found that underground parking structures were not financially feasible. Accordingly, a revised plan showed all public streets and two above-ground structures, wrapped on at least two sides by residential uses. This required new Basic Plan Reviews.

The applicant presented the revised site plan and architectural concepts to the Planning and Zoning Commission for an informal review on October 29, 2014. The applicant used the feedback obtained from this meeting to prepare the formal application submission materials for this application for Basic Development Plan and Basic Site Plan Reviews.

Pre-Application Review

The Administrative Review Team conducted Pre-Application Reviews for this project on December 18 and 30, 2014. Comments were provided to the applicant to permit the application to meet the requirements of the 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 City Council on this application, including the requested Waivers, the Basic Development Plan Review, the Basic Site Plan Review and Preliminary Plat at their meeting on January 8, 2015.