

Basic Development Plan Review, Basic Site Plan Review & Preliminary Plat

15-002BPR/PP – Bridge Park East

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

This is a request for preliminary review for a new mixed-use development on a 30.9-acre site located at the northeast corner of the intersection of Riverside Drive and West Dublin-Granville Road. The proposal includes new public streets and nine blocks for development for the overall site, with eight mixed-use buildings containing 372 housing units and 260,000 square feet of commercial square footage (office, retail, restaurant). This is a request for review and recommendation of approval to City Council for Basic Development Plan and Basic Site Plan Review applications under the provisions of Zoning Code Section 153.066(D). This is also a request for review and recommendation of approval to the Planning & Zoning Commission and City Council for a Preliminary Plat under the provisions of the Subdivision Regulations.

Date of ART Recommendation to City Council

Thursday, January 8, 2015

Date of City Council Determination

Tuesday, January 20, 2015

Case Manager

Rachel S. Ray, AICP, Planner II, (614) 410-4656 | rray@dublin.oh.us



PART I: Application Overview

<i>Zoning District</i>	BSD Scioto River Neighborhood District
<i>Review Type</i>	Basic Development Plan Review, Basic Site Plan Review, and Preliminary Plat
<i>Development Proposal</i>	Nine new blocks for development on approximately 30.9 acres, including new public rights-of-way, for a future mixed-use development. Following approval of the Basic Development Plan, Basic Site Plan, and Preliminary Plat, the applicant will be required to file applications for Development Plan Review, Site Plan Review, Final Plat, Conditional Use Review, and Master Sign Plan.
<i>Uses</i>	Mix of residential, commercial, and office uses (Dwelling, Multiple-Family; Office, General; Retail, General; Eating and Drinking; Parking Structure; Outdoor Dining and Seating; and Parks and Open Space)
<i>Building Types</i>	Corridor Buildings; Mixed-Use Building; Parking Structures
<i>Administrative Departures</i>	<ol style="list-style-type: none">1) Front Property Line Coverage (min. 75% required)<ol style="list-style-type: none">a. <i>Building C2</i> – 73.46% along Bridge Park Avenue2) Upper Story Height<ol style="list-style-type: none">a. <i>Building B4 (Garage)</i> – 12.5 ft. (max. 12 ft.)b. <i>C2</i> – 15 ft. (max. 14 ft.)c. <i>C4 (Garage)</i> – 12.67 ft. (max. 12 ft.).3) Upper Story Street Façade Transparency Requirement (min. 30% required)<ol style="list-style-type: none">a. <i>Building B1</i> – 27.70% at 4th floor (Riverside Dr. elevation);b. <i>C3</i> – 29.19% at 5th floor (Bridge Park Ave.);c. <i>C4 (Residential)</i> – 29.31% at 2nd floor and 29.88% at 5th floor (Mooney St.).4) Minimum Primary Façade Materials Requirement (min. 80% required)<ol style="list-style-type: none">a. <i>Building B1</i> – 74.45% (Longshore St. elevation); 74.71% (open space); 73.85% (Banker Dr.)b. <i>B2</i> – 76.15% (open space)c. <i>B3</i> – 73.06% (Longshore St.); 78.70% (Mooney St.)d. <i>B4 (Residential)</i> – 73.08% (Longshore St.); 78.73% (open space)e. <i>C3</i> – 74.13% (Mooney St.)f. <i>C4 (Residential)</i> – 74.58% (Mooney St.)
<i>Development Plan Waivers</i>	<p>1. Maximum Block Size – Zoning Code Section 153.060(C)(2)(b)</p> <p>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);</p> <p>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).</p> <p>2. Front Property Lines – Zoning Code Section 153.060(C)(3)(b)</p> <p>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</p>

and 5 containing parking structures, where a minimum of two front property lines are required.

Site Plan Waivers

**1. Front Property Line Coverage – Code Section 153.062(O)(5)(a)1/
153.062(O)(6)(a)1**

Allowing Front Property Line Coverage to be 52.52% instead of 75% for Buildings B1 and B2 along Riverside Drive, and allowing Front Property Line Coverage to be 63.32% for Buildings C1 and C2 along Riverside Drive.

2. Horizontal Façade Divisions – Code Section 153.062(O)(5)(d)4

Not requiring a horizontal façade division at the top of the ground story (allowing a horizontal façade division at the top of the second story instead) for Buildings B1, B2, and C3.

**3. Ground Story Height – Code Section 153.062(O)(5)(b)/
153.062(O)(12)(b)**

Allowing ground story height to exceed the maximum permitted height for Buildings B3, B4 (Parking Structure Façades), C3, and C4 (Parking Structure Façades) from max. 12 ft. for parking structures and 16 ft. for corridor building types up to max. 22 ft.

Property Owners

Scioto Tuller Acquisition, LLC; Invictus Land Holding, LLC; FHIT, LLC; Central Ohio Transit Authority; Dublin Imaging and Sports Medicine Building, Ltd.; BPACQ, LLC; Elizabeth C. Connelly and Larry J. Brueshaber; and City of Dublin.

Applicant

Nelson Yoder, Principal, Crawford Hoying Development Partners.

Case Manager

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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 allows the required reviewing body to evaluate the proposal for its consistency with the principles of walkable urbanism as described in §§153.057 and 153.058, 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.

The Bridge Park project will be the subject of a Development Agreement between the City of Dublin and the developer due to the significant amount of public infrastructure planned as part of this project. Accordingly, the required reviewing body for the Basic Plan Review is the City Council. Following acceptance of a complete application for Basic Plan Review, the Administrative Review Team shall make a recommendation to the City Council 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 City Council is required not more than 28 days from the date the request was submitted. As part of their review of the Basic Plan, City Council shall determine the required reviewing body for the subsequent Development Plan Review and Site Plan Review applications based on §153.066(D)(3).

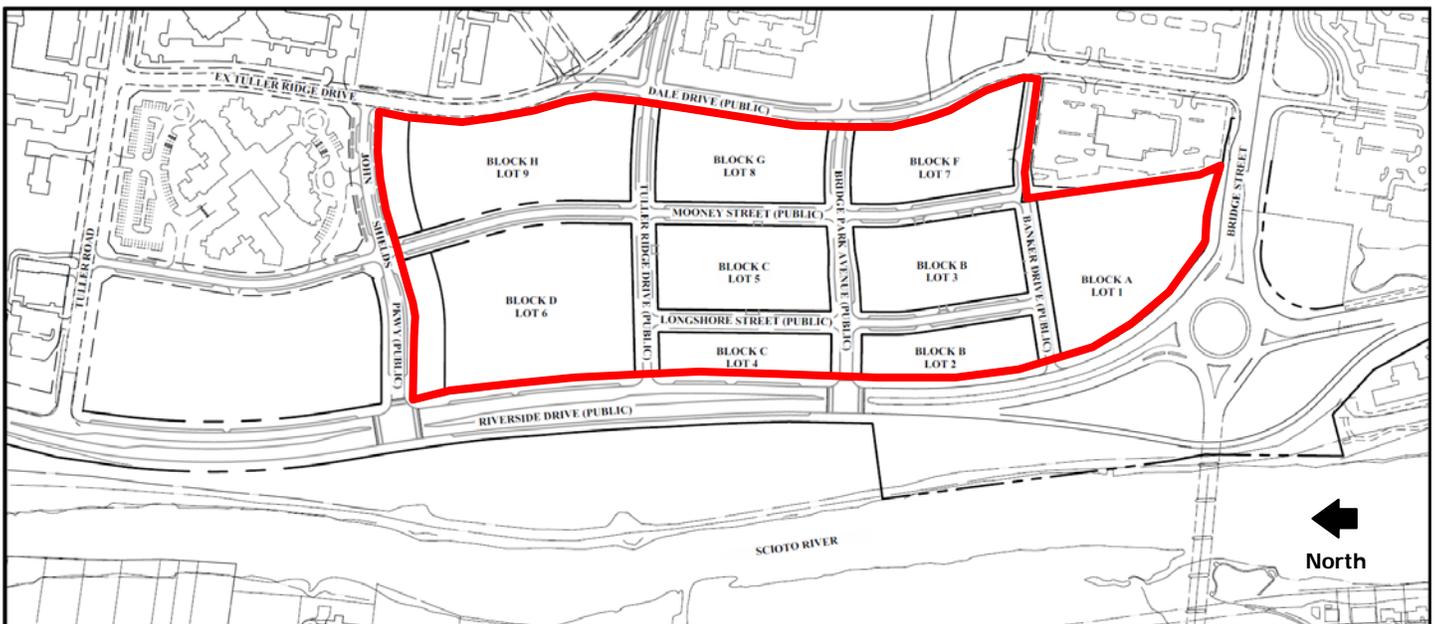
Application Overview

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

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

The proposed Basic Development plan includes:

- A grid street network;
- Nine development blocks (Lots 1, 2, 3, 4, 5, 6, 7, 8, and 9) subdivided by public streets;
- Five new public streets (Bridge Park Avenue, Tuller Ridge Drive, Banker Drive, Mooney Street, and Longshore Street);
- A future mixed-use shopping corridor designated along portions of Bridge Park Avenue and Riverside Drive; and
- A preliminary plat for the project site that includes the reconfiguration of rights-of-way for John Shields Parkway and Riverside Drive and the necessary vacation and reconfiguration of the right-of-way for the east/west portion of Dale Drive.

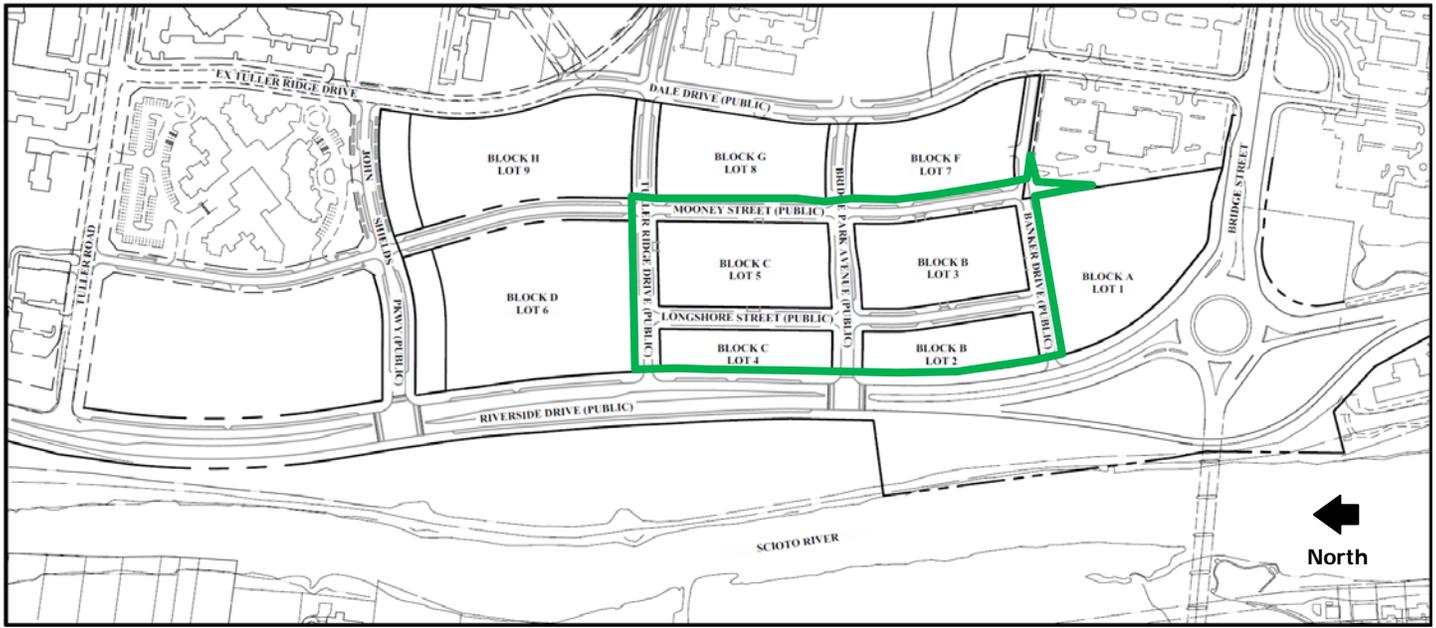


Basic Development Plan Area

Basic Site Plan. The purpose of the application for **Basic Site Plan Review** is to conduct a conceptual analysis of the arrangement of proposed uses, buildings, and open spaces and provide feedback on the proposed architectural concepts. The Basic Site Plan Review provides a preliminary analysis of the site details once buildings and uses are known. Again, this application is not intended to provide a determination on all

project specifics; details will be determined at the Site Plan Review.

As part of this application, the Basic Site Plan Review applies only to the first phase of development for the Bridge Park mixed-use development project: lots/blocks 2, 3, 4, and 5, including all eight buildings and associated open spaces proposed on the four blocks.



Basic Site Plan Area

Application History

Informal Review

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

City Council Informal

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

BSD Scioto River Neighborhood District – Zoning Code Amendment & Zoning Map Amendment

The first step in the process was a City-sponsored Zoning Code amendment and area rezoning of land including the project area from a series of parcels with three different zoning district classifications to a single neighborhood zoning district.

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

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 determined that the project required significant reconfiguration as underground parking structures were no longer feasible. The applicant began working with the City to relocate the parking garages from below ground to two above-ground structures, wrapped on at least two sides by residential uses. Since the parking structures were relocated above ground, private drives were no longer necessary, and Planning determined that new Basic Plan Reviews would be necessary since the site framework had changed so significantly.

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 is scheduled to make 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.

Future Applications

The next step following this application is the **Development Plan Review** to determine the detailed elements of the public realm, which will correspond with phased **Final Plat** sections. The last step prior to building permitting is **Site Plan Review**, which is a highly detailed review of all project elements reviewed at a high level during the Basic Site Plan Review. **Conditional Use Review** is required for the parking structures visible from the public right-of-way, and **Master Sign Plan(s)** will also be required for this development.

City Council Determinations

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

Six actions will be required by the City Council with this application (should City Council wish to make determinations on the Waivers separately, additional actions will be required):

- 1) Development Plan Waivers – (2)
- 2) Site Plan Waivers – (3)

- 2) Basic Development Plan Review, based on the review criteria of §153.066(E)(3) for Development Plan Review;
- 3) Preliminary Plat review;
- 4) Basic Site Plan Review, based on the review criteria of §153.066(F)(3) for Site Plan Review; and
- 5) Required reviewing body determination for Development Plan and Site Plan reviews.

The Administrative Review Team will be required to make recommendations on items 1-5.

PART II: Application Contents and Analysis

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

Overall Project

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

Phase 1 – Lots 2, 3, 4, 5 (Basic Site Plan)

- Residential: 372 dwelling units (231 studio/1-bedroom units; 112 2-bedroom units; 29 3-bedroom units)
- Parking: 465,624 sq. ft.
- Office/Retail: 172,685 sq. ft.
- Eating/Drinking: 87,315 sq. ft.

Basic Development Plan

The project elements reviewed as part of the Basic Development Plan include the proposed street network, block framework and street types in accordance with BSD Zoning Code Sections 153.057, 153.058, 153.060, 153.061, and 153.063. Refer to the ART Analysis & Determinations at the end of this report for a preliminary analysis of these Code requirements.

Street Network. The Basic Development Plan includes the following streets to be dedicated as public right-of-way (platted): Bridge Park Avenue, Tuller Ridge Drive, Banker Drive, Mooney Street, and Longshore Street.

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

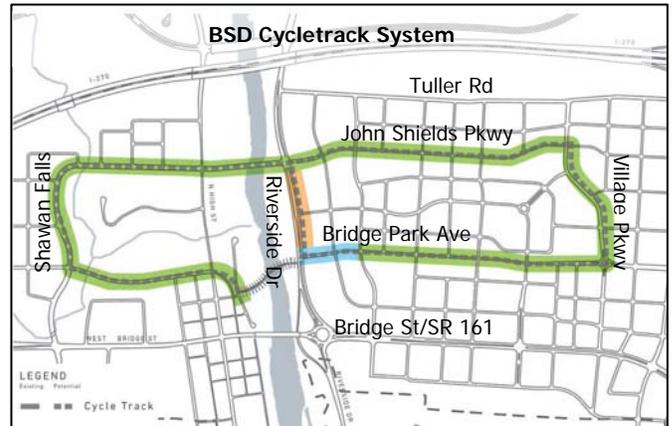
- Riverside Drive – minor adjustments to the right-of-way as part of the Preliminary Plat; coordinating the design of the public realm with the private development (details to be determined with the Development Plan Review).
- John Shields Parkway (and abutting greenway) – minor adjustments to the right-of-way alignment as part of the Preliminary Plat.
- Dale Drive (Dale Drive/Tuller Road Connector Road) – the City has already obtained the right-of-way for this roadway, and the street is currently under construction. The final design of the roadway will be coordinated with the adjacent private development.

Block Size and Access. The Basic Development Plan application is intended to establish the framework of streets and blocks enabling future development consistent with the Community Plan (BSD Area Plan and Thoroughfare Plan) and the BSD zoning regulations, in addition to the Principles of Walkable Urbanism. This application depicts nine blocks for future development:

- Lot/Block 1 – Frontage along the Riverside Drive/SR 161 roundabout.
- Lots/Blocks 2 and 4 – Frontages along Riverside Drive and Bridge Park Avenue; includes designated shopping corridors along Bridge Park Avenue (the north/south block faces, respectively), and portions of their west block faces.
- Lots/Blocks 3 and 5 – Frontage along Bridge Park Avenue, with new Mooney Street and Longshore Street defining their east and west block faces (respectively).
- Lot/Block 6 – Frontage along Riverside Drive and John Shields Parkway, with the John Shields Parkway greenway running along the north side of the block.
- Lots/Blocks 7 and 8 – Frontages along Bridge Park Avenue and Dale Drive.
- Lot/Block 9 – Frontage along Dale Drive and John Shields Parkway, with the John Shields Parkway greenway running along the north side of the block.

Street Types. The Preliminary Plat plans incorporate typical street sections coordinated with the City that are appropriate for Bridge Park Avenue (Principal Frontage Street), Mooney Street, Banker Drive, Longshore Street, and Tuller Ridge Drive (Neighborhood Streets). Refer to the Preliminary Plat analysis, below, for more on the street sections.

Bicycle Facilities. Five-foot cycletracks 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 cycletrack continues along the west side of Riverside Drive to the north of Bridge Park Avenue, connecting to the cycletrack planned along John Shields Parkway and the regional cycletrack network (refer to conceptual graphic, at right). Details, including materials, will be provided with Development Plan Review and Final Plat.



Preliminary Plat

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

Overview. 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.

Bridge Park Avenue is the east-west District Connector street providing an eventual future road connection from Sawmill Road to Riverside Drive. The portion included in the 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 two three sections:

Between Riverside Drive & Longshore Street: 80-foot typical street section includes:

- Two 11-ft. travel lanes, plus an 11-ft left turn lane;
- 3-ft. carriagewalk;
- 8-ft. planter/sidewalk area;
- 5-ft. cycletrack;
- 7.5-ft. sidewalk.

Between Longshore Street & Mooney Street: 80-foot typical street section includes:

- 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. cycletrack;
- 5-ft. sidewalk.

Between Mooney Street & Dale Drive: 69-foot typical street section includes:

- 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. cycletrack;
- 5-ft. sidewalk.

Tuller Ridge Drive is a Neighborhood Street that runs east/west and connects the existing, realigned Tuller Ridge Drive (realigned as part of the Dale/Tuller Connector road project) with Riverside Drive. The 65-foot right-of-way accommodates all required streetscape elements, including:

- Two 11-foot travel lanes;
- 8-ft. parallel parking spaces on both sides of the street;
- 2.5-ft. carriage walk;
- 5-ft. planter/sidewalk area;
- 6-ft. sidewalk

Mooney Street 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. *Longshore Street* is a Neighborhood Street that runs north/south parallel to and between Riverside Drive and Mooney Street. *Banker Drive* 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. The 60-foot right-of-way for all three streets accommodates all required streetscape elements, including:

- Two 11-ft. travel lanes;
- 8-foot parallel parking spaces on both sides of the street;
- 5-ft. planter/sidewalk area;
- 6-ft. sidewalk.

Not all portions of Banker Drive show parking on the plans. The plans should be revised to include parking on the south side of the section between Riverside Drive and Mooney Street. The section of Banker between Mooney Street and Dale Drive will not have parking due to the grade change, but all other elements will remain the same.

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

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

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

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

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

Utilities: There is a public 36-inch sanitary sewer trunk which runs along the east side of the existing location of Riverside Drive. This line will not be relocated with the roadway project. A connection to this sewer will serve Blocks 1, 2, 3, 4, 5, 7, and 8. A new sanitary sewer along the south side of John Shields Parkway will serve Blocks 6 and 9.

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

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

Preliminary stormwater management calculations have been conducted for the private elements of the project. The City of Dublin's Stormwater Management Design Manual does not require this project to provide quantity control as it is directly connected to the Scioto River. The site will however have to provide the required quality control measures required by the OEPA in the General Construction Permit. The 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.

Right-of-Way Encroachment: Notes will need to be added to the plat regarding the right-of-way encroachment for the sky bridges and the area wells for the parking garages.

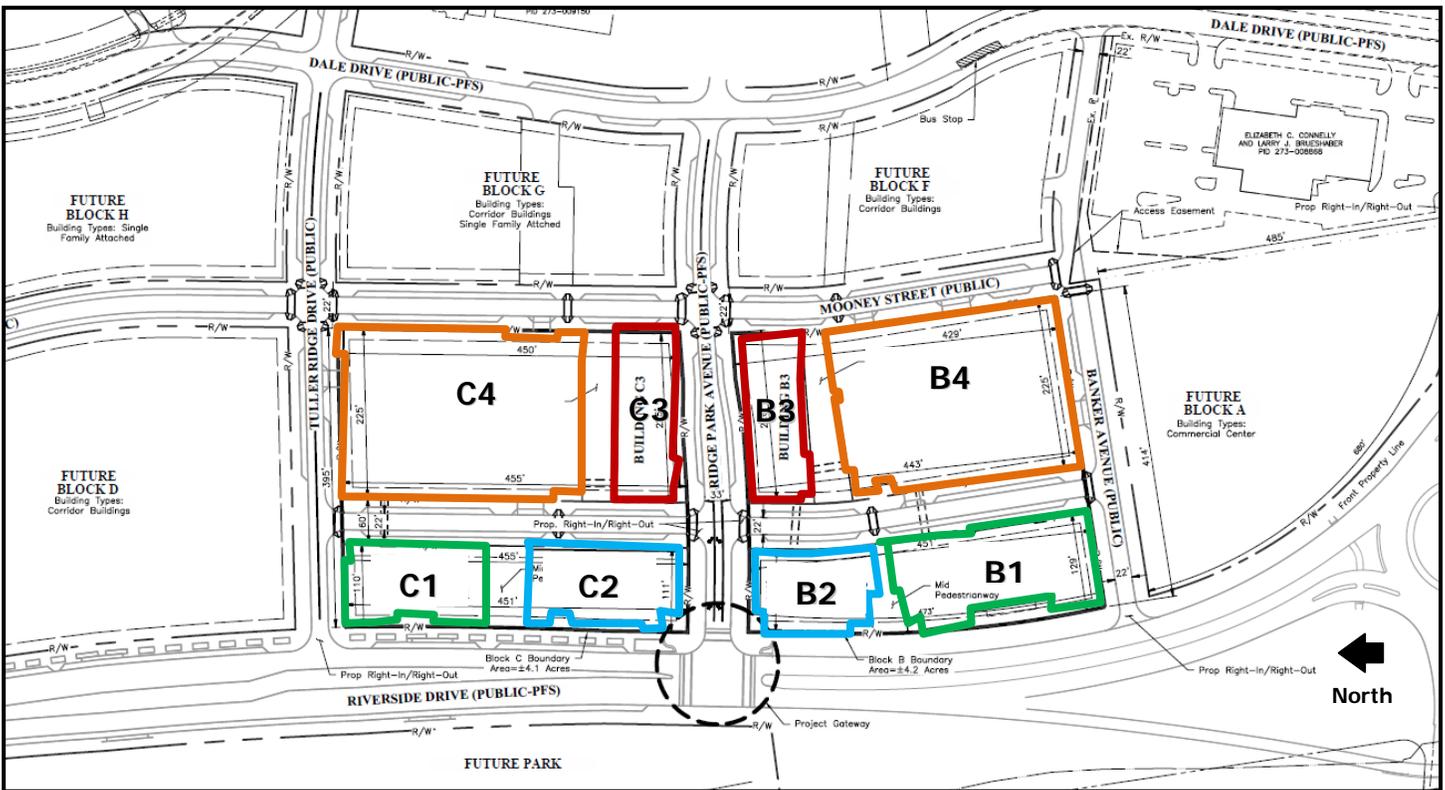
Open Space: Open space is required, with the locations and acreages to be determined with the Development Plan and Site Plan Reviews. Preliminary locations of several open spaces have been provided. Public access easements (instead of public reserves) for all publicly accessible open spaces will need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

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

Other Corrections: Refer to the attached Engineering Report for additional notes and corrections to be addressed prior to the City Council review of the Preliminary Plat.

Basic Site Plan

The project elements reviewed as part of the Basic Site Plan include site details including building types/architecture, open spaces, parking, landscaping, stormwater, and signs in accordance with BSD Zoning Code Sections 153.059, 153.062, 153.064, and 153.065. Refer to the ART Analysis & Determinations at the end of this report for a preliminary analysis of these Code requirements.



Building Types. Eight buildings (coded and identified on the four blocks above) are proposed as part of phase one of the Bridge Park development project and are included with the Basic Site Plan Review:

Bldg. #	Uses	Gross Floor Area (Approx.)	Building Description
B1	<u>Street Level:</u> Eating & Drinking, Retail <u>Floor 2:</u> Office <u>Floors 3-6:</u> Residential	157,833 sq. ft.	<p>B1 faces Riverside Drive at the northeast corner of the intersection with new Banker Drive, just north of the roundabout. The first two floors have large storefront glass curtainwalls with brick, <i>Arriscraft</i> stone masonry units breaking up the mass of the 268-ft. long façade. Brick is carried through the upper stories, with an EIFS system proposed for the 6th floor. Two large terraces on the 2nd and 3rd floors provide views of Riverside Drive, and private residential balconies are on all four sides of the building. A sky bridge provides secure access from the upper levels of the parking garage (B4) across Longshore Street to the residential units on the upper stories.</p>
B2	<u>Street Level:</u> Eating & Drinking, Retail <u>Floor 2:</u> Office <u>Floors 3-6:</u> Residential	91,081 sq. ft.	<p>B2 is at the highly prominent intersection of Riverside Drive and Bridge Park Avenue, visible from the future pedestrian bridge landing. The street level includes a high degree of storefront glass curtainwalls broken into smaller storefront units by brick piers. Upper levels are clad with a lighter ivory colored brick and gray composite metal panels and EIFS. The horizontal balcony railings provide a contrast with the vertical façade divisions. Terraces are included on the 2nd and 3rd floors, with private residential balconies on all sides of the building. A secure sky bridge connects across Longshore Street to building B3, which in turn provides access to the parking garage.</p>
B3	<u>Street Level:</u> Eating & Drinking, Retail, Office <u>Floors 2-5:</u> Residential	83,961 sq. ft.	<p>B3 faces Bridge Park Avenue and is entirely comprised of commercial (retail, eating & drinking) uses on the ground floor, which is staggered due to the grade change heading east up the hill, and residential uses on the upper 4 floors. The building is clad with red brick and glass storefront systems and large warehouse-style aluminum framed windows and decorative balconies on the upper stories. The 5th floor is clad in composite metal panels to differentiate the top of the building. A skybridge provides a secure connection between the parking garage (building B4) and the residential units in the upper stories.</p>
B4	<u>East & South Elevations:</u> 6 levels of garage parking <u>North & West Elevations:</u> 5 floors of residential	280,409 sq. ft.	<p>B4 functions as two buildings in one: the north and west sides of the building (facing an open space and Longshore Street respectively) are entirely residential, from the ground floor up to floor 5. The ground floor is primarily clad with <i>Arriscraft</i> stone veneer and brick accents. The upper stories are primarily brick, with composite metal panels defining the top floor.</p> <p>The east and south sides of B4 (facing Mooney Street and Banker Drive respectively) are parking structures from the ground floor up. Brick piers and planters line the street level facades of the parking structure, with glass towers and with <i>Arriscraft</i> stone accents at the corners. Visual interest and prominence is provided to the parking structure by staggered and angled metal mesh panels which can be highlighted by accent lighting to allow various color</p>

Bldg. #	Uses	Gross Floor Area (Approx.)	Building Description
			<p>changes throughout the year. Brick and horizontal perforated metal guardrails are arranged to frame the vehicular entrances to the garage.</p> <p>Two sky bridges connect to building B4 across Longshore Street and the open space between buildings B3 and B4. The principal pedestrian entrance to the garage is at the northwest corner of the building at the open space opening onto Longshore Street, providing convenient access to Bridge Park Avenue. One vehicular entrance is on Banker Drive, and two vehicular entrances (including one "speed ramp" to the upper level private residential/office parking) are on Mooney Street.</p> <p>A garage door facing Longshore Street contains a trash compactor intended to service all four buildings south of Bridge Park Avenue.</p>
C1	<p><u>Street Level:</u> Eating & Drinking, Retail <u>Floors 2-5:</u> Residential</p>	88,557 sq. ft.	<p>C1 faces Riverside Drive at the southeast corner of the intersection with the Tuller Ridge Drive extension. The first floor has a large storefront glass curtainwall with brick and <i>Arriscraft</i> stone masonry units that provide definition to individual storefronts. Brick is carried through the upper stories, with an EIFS system proposed for the 5th floor and composite metal panels accenting the corner of the building. A large terrace on the 2nd floor provides views of Riverside Drive, and private residential balconies are on all four sides of the building. A sky bridge provides secure access from the upper levels of the parking garage (C4) across Longshore Street to the residential units on the upper stories.</p>
C2	<p><u>Street Level:</u> Eating & Drinking, Retail <u>Floors 2-5:</u> Office</p>	94,440 sq. ft.	<p>C2 is at the highly prominent intersection of Riverside Drive and Bridge Park Avenue, visible from the future pedestrian bridge landing. The building is entirely commercial, with retail and restaurant uses on the ground floor and office uses on the four upper stories. The street level includes storefront glass curtainwalls divided into smaller storefront units by dark brick elements. Upper levels are clad with a red brick with dark brick accents and horizontal metal panels. A glass tower intended to be illuminated and framed with metal panels and patterned brick provide a terminal vista at the intersection. Terraces are available on the 2nd, 3rd, 4th and 5th floors, allowing for views of Riverside Drive and Bridge Park Avenue.</p>
C3	<p><u>Street Level:</u> Eating & Drinking, Retail <u>Floor 2:</u> Office <u>Floors 3-6:</u> Residential</p>	89,173 sq. ft.	<p>C3 faces Bridge Park Avenue and includes a mix of commercial (restaurant and retail) uses on the ground floor, which steps uphill to the east to accommodate the change in grade, office uses on the second floor, and residential uses on the upper three floors. The building is clad with two different colors of brick and composite metal panels (all brick at street level), with glass storefront curtainwalls on the first two floors. The building uses a different color brick from the upper stories in a different pattern to</p>

Bldg. #	Uses	Gross Floor Area (Approx.)	Building Description
			differentiate the individual storefronts and break up the mass of the 222-foot long building. A skybridge provides a secure connection between the parking garage (building C4) and the residential units in the upper stories.
C4	<p><u>North & West Elevations:</u> 6 levels of garage parking <u>East & South Elevations:</u> 5 floors of residential</p>	335,086 sq. ft.	<p>Like B4, C4 also functions as two buildings in one: the south and east sides of the building (facing an open space and Mooney Street respectively) are entirely residential, from the ground floor up to floor 5. The ground floor is primarily clad with <i>Arriscraft</i> stone veneer and brick accents. The upper stories are primarily brick with some metal and fiber cement panels, with an EIFS system defining portions of the topmost floor.</p> <p>The west and north sides of B4 (facing Longshore Street and Tuller Ridge Drive respectively) are parking structures from the ground floor up. Brick piers and planters line the street level facades of the parking structure, with glass towers and <i>Arriscraft</i> stone accents at the corners. This parking structure also uses color to enhance the visual interest of the building and assist with wayfinding; irregularly shaped metal mesh panels with illuminated color accents are framed within an ivory brick framework.</p> <p>Two sky bridges connect to building C4 across Longshore Street and the open space between buildings C3 and C4. The principal pedestrian entrance to the garage is at the southwest corner of the building at the open space opening onto Longshore Street, providing convenient access to Bridge Park Avenue. One vehicular entrance is on Longshore Street and one vehicular entrance is on Tuller Ridge Drive. A third vehicular entrance is a “speed ramp” connecting to the upper levels of the garage and is accessed off of Mooney Street.</p> <p>A garage door facing Mooney Street contains a trash compactor intended to service all four buildings north of Bridge Park Avenue.</p>
Total GFA:		1,220,540 square feet	

Open Spaces. The applicant has begun to identify areas throughout the site that will function as public open space. At least one open space is provided per block, and the variety of open spaces include pocket parks, pocket plazas, and park land. Based on the proposed mix of uses and square footages, the applicant is required to provide 1.83 acres of publicly accessible open space. The applicant is proposing to provide approximately 0.69-acre of open space on site, and pay a fee-in-lieu for the remaining 1.14 acre (counting a portion of the future riverside park toward the requirement). The character and suitability of each open space will need to be reviewed in greater detail at the Site Plan Review; however, the applicant anticipates the need for a Waiver for at least two of the open spaces based on size. The applicant will also be required to address the open space fee-in-lieu as part of the Development Agreement for this project and seek approval of a fee-

in-lieu of land dedication for open space. Refer to the ART Analysis & Determinations (Basic Site Plan – 153.064 – Open Space Types) at the end of this report for additional information.

Walkability Standards. The Walkability Standards are a new addition to the BSD zoning regulations, as amended by City Council in December 2014. The Walkability Standards are intended to promote the Principles of Walkable Urbanism and provide for pedestrian connectivity, safety, and comfortable walking and sitting environments. While some of these elements are related to site details that will be determined at the next level of review, the standards provide criteria for determining whether appropriate connectivity through the project has been made, such as mid-block pedestrianways and crosswalks. The plans include provisions for mid-block pedestrianways through all four blocks included with the Basic Site Plan area, and generally align with crosswalks to facilitate pedestrian activity through the site. Refer to the ART Analysis & Determinations (Basic Site Plan – 153.065(I) – Site Development Standards – Walkability Standards) at the end of this report for additional information.

Parking. Preliminary parking counts have been provided to ensure that the project meets the minimum and maximum parking requirements. The project requires a minimum of 1,850 vehicular parking spaces (up to a maximum of 2,486 spaces) based on the proposed mix of uses. The applicant is proposing to provide 1,868 parking spaces through a combination of on-street and garage parking spaces (no surface parking lots proposed). A total of 326 bicycle parking spaces are also required, which the applicant is proposing to provide through private bicycle lockers and covered public bicycle parking within the parking garages and also throughout the site in publicly accessible locations in the streetscape and open spaces. Exact locations and parking counts for vehicular and bicycle parking will be verified at the Site Plan Review. Refer to the ART Analysis & Determinations (Basic Site Plan – 153.065(B) – Site Development Standards – Parking & Loading) at the end of this report for additional information.

Site Development Standards. As this is the Basic Plan Review, intended to ensure that the major components of the project are progressing consistent with the Bridge Street District Area Plan, many site development details are unknown at this time. However, the applicant and the Administrative Review Team are highly aware of the critical importance of all project details, from building materials to landscaping and from screening walls to signs, as the details will be what defines this development and makes it a special place to be enjoyed by residents and visitors. All of the detailed project elements will be reviewed as part of the final Site Plan Review.

Stormwater Management. Stormwater is another project component that is still being developed but will be finalized as part of the final Site Plan Review. Consistent with the City of Dublin Stormwater Management Design Manual, stormwater detention (quantity management) is not required due to the proximity to the Scioto River; however, quality control will be required. The plans indicate that the primary method of stormwater management will be through bioretention integrated within the landscaping of some of the open spaces. The suitability of the design of the bioretention facilities and their ability to function as amenities within the open spaces will be evaluated at the Site Plan Review.

PART III: Administrative Review Team Comments

General

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

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

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

The following comments are the recommendations and primary considerations of the Administrative Review Team, organized by topic.

Development Agreement

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

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

Principles of Walkable Urbanism

The Principles of Walkable Urbanism (Zoning Code Section 153.057(D)) serve as a guiding framework to be used in the review of development proposals to ensure the requirements and standards of the BSD zoning regulations are applied in a manner that contributes to the creation of exceptional walkable, mixed-use urban environments. The ART has reviewed this proposal based on the Principles of Walkable Urbanism with the following determinations:

- *General Principles: The designs of buildings, streets and open spaces contribute to the creation of an urban neighborhood pattern.*

The proposed development framework consisting of a gridded street network with buildings and open spaces sited in a pedestrian-friendly manner ensures that a comfortable urban development pattern

will be established. With some modifications as recommended in this report, the proposed architecture will be human-scaled and create interesting environments with convenient destinations within walking distance for visitors and new residents of this neighborhood. Plentiful storefronts and prominent architectural features provide interest along the streetscape up close and from a distance.

The streets, buildings, and open spaces are oriented in a manner that creates viewsheds toward the Scioto River and the new riverfront park and pedestrian bridge, enhancing this project's sense of place. At this stage, the major project components are determined to be appropriate and consistent with the Principles of Walkable Urbanism and the Bridge Street District Area Plan in the Community Plan; the upcoming applications (final Development and Site Plans) will be characterized by a thorough analysis of all of the details, which can make or break the execution of a successful project.

- *Streets, Parking, and Transit: Streets are capable of accommodating multiple modes of transportation and facilitate the creation of a public realm designed primarily for people.*

Although the proposed streets intersect with major regional thoroughfares (Riverside Drive and S.R. 161), the proposed streets are designed to prioritize pedestrians. Each street section has appropriately-sized sidewalks, generally ranging from five feet wide on side streets up to twelve feet and greater along the shopping corridors leading up to the Riverside Drive and Bridge Park Avenue intersection. Crosswalks are provided in locations that anticipate pedestrian movement – including intersections as well as mid-block locations aligned with the open space corridors. The project also provides a bicycle connection consistent with the Bridge Street District-wide cycletrack “loop” planned throughout the area, leading up to the future pedestrian bridge. The cycletrack 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. Additional bicycle parking should be provided within the public realm, with locations to be verified at the Site Plan Review.

All streets include on-street parking, providing convenient access to the commercial uses at street level and also to buffer pedestrians from vehicular traffic. The plans allow for future opportunities to provide transit stops in coordination with transit agencies.

- *Open Space: A variety of functional, well-designed open spaces that enhance the quality of life for residents, businesses, and visitors are provided.*

At this stage of the project, the applicant has identified the general locations and dimensions of the proposed open spaces, and begun to plan the character of the larger spaces. The applicant has planned the open space network specific to “Phase 1” of the Bridge Park project (Lots 2-5) to allow for at least one larger gathering space on each block arranged in a linear manner leading toward Riverside Drive, in addition to locations where the streetscape can be enhanced to provide smaller, more intimate gathering spaces. Each open space will be evaluated for its design and character at the Site Plan Review.

Rather than provide the full amount of required open space within the boundaries of the project, which would be significant enough to make the project no longer appropriately “urban,” the applicant is proposing to count a portion of the acreage of the future riverfront park toward the open space requirement through a fee-in-lieu of land dedication (details to be determined at the Site Plan Review and through the development agreement for this project).

- *Buildings: Buildings have a range of high-quality residential, commercial, mixed-use and civic architectural styles to reinforce the unique identities of each part of the Bridge Street District.*

All buildings are mixed-use buildings, allowing for a variety of commercial uses of many different sizes on at least the street levels of each building, and on the second floors for several of the buildings. The

residential units range in size in each building, and a variety of studio/one bedroom, two bedroom, and three bedroom units are provided, with an emphasis on one- and two bedroom units consistent with expected market demand for young professionals and empty nesters (households without children).

The applicant has worked cooperatively with the City over many months to develop the architectural character for this project, including the specific character of each building, and how the buildings relate to one another as a whole. With eight buildings planned for the first phase, the applicant strived to design buildings that are unique and interesting when viewed individually, with particular emphasis placed on the parking garages, the buildings at the intersection of Riverside Drive and Bridge Park Avenue, and the street-level experience of all buildings. With the conditions and Waivers outlined in this report, the proposed architecture will be reflective of Dublin's commitment to high quality design and enduring character.

Building Types & Architecture

In addition to the building comments above, the ART offers the following comments as particular points of emphasis to be addressed at the Site Plan Review:

- *Terminal Vistas – Pedestrian Bridge Landing Point*

All of the buildings have high visibility and prominence due to their proximity to Riverside Drive. However, two of the buildings in particular – Buildings B2 and C2 – are even more prominent since they are located at what will become one of the most significant intersections in the Bridge Street District: the intersection of Riverside Drive and Bridge Park Avenue, across Riverside Drive from the landing point of the future pedestrian bridge. As such, these buildings must frame the intersection and serve as a gateway not only to Bridge Park, but also the east side of the Bridge Street District. There is a critical opportunity for “terminal vistas,” or an eye-catching view at the end of a viewshed, for both buildings B2 and C2.

As part of the pre-application reviews, the ART discussed the importance of the Bridge Park Avenue/Riverside Drive intersection with the applicant and noted that although the buildings themselves demonstrate strong architectural character, the tower elements provided at each corner still need to be more fully developed to achieve the prominence necessitated by this location. This will need to be addressed with the Site Plan Review.

- *Pedestrian Experience – Storefront/Ground Story Character*

The street level of each building will be the portion of each building that most people will experience up close on a consistent basis, as pedestrians walking along the streetscape. The BSD zoning regulations include requirements for defining the ground story of commercial buildings through horizontal façade divisions. This serves to break up the mass of the building and bring a larger structure down to a human scale. This can be accomplished in a variety of ways, such as different building materials and/or through horizontal elements such as awnings and canopies. For some of the buildings, based on the architectural proportions, the horizontal element is more appropriate at the top of the second story. However, these buildings should still have elements at the top of the first story (where appropriate) to enhance the pedestrian-scale of all of the buildings.

As with most aspects of this development, the successful execution of the project will be in the details – how each storefront is designed and detailed for individual tenants, with signs, lighting, landscaping, and public spaces defining and softening the pedestrian experience at street level. As proposed, the buildings are set up to allow for a high quality pedestrian environment, with a few modifications requested (such as providing additional pedestrian entrances for some of the buildings. This will be a major point of emphasis during the Site Plan Review.

- *Framing Open Spaces*

All eight proposed buildings are four-sided buildings, with no true “rear elevations.” As such, siting service areas, utility rooms, and other architectural elements that would normally be placed on an alley-facing elevation must be located on an elevation that faces either a street or an open space. The proposed buildings generally locate these building mechanicals on the elevations facing the open spaces between the buildings, and as a result, many of these elevations fail to meet many of the building type requirements of the Code.

The ART has discussed the importance of framing these open spaces in particular with exceptional architecture, and considering the design of these spaces in a three-dimensional sense rather than just in “plan view,” or in two dimensions. At the next level of review, the applicant should demonstrate how the service areas are screened from view of the open spaces and how vertical architectural elements, art, and lighting are used to enhance these public spaces. If designed appropriately, these open spaces between the buildings have the potential to become some of the most special places for residents and visitors in the Bridge Park development.

- *Parking Garages*

At the October 29, 2014 informal review of this project, the Planning and Zoning Commission commented that the parking garages need to be more unique, and look less like standard parking structures and more like works of art. The applicant has modified the architecture for both garages to introduce interesting textures and patterns while ensuring that high quality permitted primary materials (brick and stone) continue to make up the majority of each structure. For both garages, the applicant is proposing to use metal screen panels applied in irregular patterns and illuminated in color to give each structure visual interest and assist with wayfinding. The details of each garage will be evaluated at the Site Plan Review.

- *Sky Bridges*

The applicant is proposing a series of sky bridges connecting the upper (residential) stories of each building to the upper levels of the parking garages to provide secure, covered access for residents. At the October 29, 2014 Commission meeting, Commissioners expressed concerns that the proposed sky bridges will detract from the urban character of this project by taking pedestrians off of the street. The applicant has responded by clarifying that the sky bridges are secured and accessible only to residents and visitors that, under the previous arrangement when the parking structures were underground, would have used elevators to get to their dwellings from the underground parking and would not have been on the street anyway. Sky bridges of this nature are common in urban environments and in the ART’s determination, will not harm the urban character of Bridge Park.

The proposed sky bridges are steel with metal panels and are designed to be neutral to avoid becoming visually distracting. While the sky bridges are covered, they are open to the elements. Fire has indicated that the proposed bridges are installed at sufficient height (typically at the fourth floor) for fire apparatus to pass beneath. Since the bridges will cross over the public right-of-way, the encroachments will need to be noted on the Final Plat and the structures will need to be designed to eliminate the ability to climb out of the sky bridges and deter items from falling or being thrown from them. The details of the sky bridges will be evaluated at the Site Plan Review.

- *“Future Waivers” Noted on Individual Building Type Analysis Tables*

The ART completed a preliminary analysis of all of the buildings and their consistency with meeting the individual building type requirements, based on the standards for Corridor Buildings, Mixed Use Buildings, and Parking Structures. The numbers provided on the tables in the *ART Analysis and*

Determinations at the end of this report are based on a two-dimensional analysis of the renderings submitted with this application and therefore constitute a high level review to measure generally which requirements are met and which are not. As a result, the numbers are approximations and subject to change at the Site Plan Review.

There are however several consistent patterns in the architectural analysis that are summarized below and should be addressed at the Site Plan Review for each of the buildings. These are noted as “Not Met/Future Waivers” in the tables to call these to attention to the applicant and the required reviewing bodies. Refer to the *ART Analysis and Determinations* for additional information.

- Proposed Primary and Secondary Building Materials/Windows: The applicant is proposing to use EIFS (Dryvit) as a secondary material on portions of many of the proposed buildings. The applicant is also proposing to use vinyl windows on some buildings. The Code allows the use of “high quality synthetic materials...with examples of successful, high quality installations in comparable climates”. Both materials may be appropriate, based on the individual product specifications and demonstrations of durability, longevity, and high quality appearance.

The information submitted at this time is standard product literature. The applicant will need to provide information on specific projects (preferably those they have been involved in) that show the product being used in a high quality manner. Amongst those project examples, there should be one or two that show the product being maintained over several years. The City is not only concerned about initial installation and aesthetics, but more importantly, how the material performs over several years (wear and tear, color fading, etc.). The examples used in the product literature for EIFS show the installation over existing building and may be less supportive for this request than for a building renovation.

The applicant is also proposing to match metal panels with the EIFS application. Similarly, the applicant should be prepared to provide examples where this has been applied and has existed over to evaluate wear and tear and fading.

The applicant will need to provide detailed product information and installation details to adequately support the use of these materials, or approval of Waivers will be required at Site Plan Review.

- Minimum Primary Façade Material Percentage Requirements: Many of the proposed buildings fall short of meeting the requirement of providing 80% primary materials (typically brick, stone, and glass) on all facades. In some instances, the elevations are close – providing approximately 60-70% permitted primary materials and complemented by other secondary materials such as metal panels and EIFS. If the required reviewing body finds the overall architectural compositions to be appropriate for the buildings impacted by this requirement (B1, B2, B4 (Garage), C1, C2, C3, C4 (Residential), C4 (Garage)), then Waivers may be appropriate at the Site Plan Review; otherwise, the plans should be modified to meet the requirement or additional justifications to support potential Waivers should be provided.
- Non-Street Façade Transparency Requirements/Blank Wall Requirements: These requirements are not met on Buildings B1, B3, B4 (Residential elevations), C1, and C4 (Residential elevations) on elevations facing the open spaces between the buildings. With additional design consideration for these elevations consistent with the *Framing Open Spaces* comments above, the intent of these requirements will either be met, or approval of Waivers may be considered at Site Plan Review.
- Building Entrances: Several of the buildings fail to provide the minimum number of required building entrances (B4 (Residential), B4 (Garage), C1, C2, C3, C4 (Residential), C4 (Garage)).

To ensure pedestrian connectivity and accessibility throughout the site, the plans should be modified to include the required pedestrian entrances, or justification for potential Waivers at the Site Plan Review. The applicant should consider providing external entrances to the individual dwelling units on buildings B4 and C4 as one way to meet the requirement and enhance the pedestrian-oriented environment along Longshore Street and Mooney Street, respectively. The parking garages should also be modified to provide additional pedestrian entrances, particularly at the tower locations.

- Vertical Increments Required: The intent of the vertical increment requirement is to break up the massing of longer buildings through specific methods identified in the Code, such as recesses and projections along the facades. However, most of the buildings incorporate storefronts that may meet the intent of this requirement once additional details are known, although the elevations on B4 and C4 should be modified to incorporate additional vertical elements since they do not have storefronts. This requirement applies to buildings B1, B2, B3, B4 (Residential), B4 (Garage), C1, C3, C4 (Residential) based on this preliminary analysis.
- Horizontal Façade Divisions: While Waivers to the Horizontal Façade Division requirement may be considered appropriate for some of the buildings (refer to the Site Plan Waiver analysis in the next section of this report), the plans should be modified to meet this requirement for Buildings B4 (Garage), C4 (Residential), and C4 (Garage), or provide justifications for a Waiver at the Site Plan Review.
- Upper Story Street Facing Transparency Requirements/ Ground Story Street Facing Transparency Required: These two categories of transparency requirements (affecting buildings B1, B2, C1, C3 and B3, B4 (Residential), C1, C4 (Residential), respectively) are either very close to meeting the requirement, and therefore the applicant should either modify the plans or provide additional justification for potential Waivers.
- RBZ Requirements: The Required Building Zone (RBZ) requirement for parking garages on corner side property lines is a minimum setback of 5 feet up to a maximum of 25 feet. Both proposed garages (buildings B4 (Garage), C4 (Garage)) have a minimum setback of 0 feet (situated on the property lines). The intent of this requirement is to provide a buffer along the public realm and soften the edge of these buildings. The applicant should coordinate revisions to the elevations on these sides of the parking garages to enhance the pedestrian experience and meet the RBZ requirement, or provide justification for a Site Plan Waiver.
- Corner Occupancy: All buildings are required to occupy the corner of each site (defined as the area where the required building zones meet at two intersecting property lines). Buildings B2 and C2 fail to meet this requirement due to the provision of private patios at the corners. This requirement could be met if portions of public open space are provided at the corner. A Waiver could also be justified at the Site Plan Review based on the final design of the terminal architectural element (refer to *Terminal Vistas – Pedestrian Bridge Landing Point* above).
- Towers: Towers are proposed for the two parking garages in locations that do not meet the Code requirement. Towers may be appropriate for wayfinding and aesthetic purposes, provided pedestrian entrances are incorporated at the street level and justification is provided at the Site Plan Review.
- Architectural Details: Parapet height and parapet wrapping facades (Code Section 153.062(D)(1)); balcony dimensions (Code Section 163.062(I)) – the applicant should revise the plans to meet these Code requirements or submit information demonstrating that the intents of these requirements are met.

- *Administrative Departures*

Based on the preliminary building analysis, specific elements of individual buildings fall short of some of the numerical Code requirements, although they are minor enough that they qualify for approval as Administrative Departures provided the preliminary numbers are accurate. If future modifications to any of the buildings results in changes to these numbers, or if any of the calculations are inaccurate based on the two-dimensional calculations at this preliminary stage, the Administrative Departures will no longer stand approved. The following Administrative Departures are recommended for approval by the ART:

- 1) Front Property Line Coverage (min. 75% required)
 - a. *Building C2* – 73.46% along Bridge Park Avenue
- 2) Upper Story Height
 - a. *Building B4 (Garage)* – 12.5 ft (max. 12 ft.)
 - b. *C2* – 15 ft. (max. 14 ft.)
 - c. *C4 (Garage)* – 12.67 ft. (max. 12 ft.).
- 3) Upper Story Street Façade Transparency Requirement (min. 30% required)
 - a. *Building B1* – 27.70% at 4th floor (Riverside Dr. elevation);
 - b. *C3* – 29.19% at 5th floor (Bridge Park Ave.);
 - c. *C4 (Residential)* – 29.31% at 2nd floor and 29.88% at 5th floor (Mooney St.).
- 4) Minimum Primary Façade Materials Requirement (min. 80% required)
 - a. *Building B1* – 74.45% (Longshore St. elevation); 74.71% (open space); 73.85% (Banker Dr.)
 - b. *B2* – 76.15% (open space)
 - c. *B3* – 73.06% (Longshore St.); 78.70% (Mooney St.)
 - d. *B4 (Residential)* – 73.08% (Longshore St.); 78.73% (open space)
 - e. *C3* – 74.13% (Mooney St.)
 - f. *C4 (Residential)* – 74.58% (Mooney St.)

Open Space Type, Distribution, Suitability, and Design

One of the best opportunities for the Bridge Park mixed-use development is the provision of an exceptional public realm, enhanced by high quality urban open space nodes throughout the entire BSD Scioto River Neighborhood District. While this project includes a variety of quality, private open spaces, many in the form of rooftop terraces and gathering spaces, residents, visitors, and workers from these locations will generate a need for other public spaces outside of its private realm. The applicant should continue to work with the City to identify and provide the required open space within the walkable distance requirements of the Code, consistent with the open space character and network considerations described in the Neighborhood Standards section. Given their importance, open spaces should be provided as development occurs, rather than purchased after-the-fact using parkland funds generated from fees-in-lieu of open space dedication payments.

As described above (*Framing Open Spaces*), it is critical that the open spaces between the buildings are framed with exceptional architecture and designed in a three-dimensional sense. These spaces should also include unique vertical elements to catch the eye of passers-by and draw pedestrians in and through the spaces. This can be accomplished through art (such as murals or sculptures), unique lighting, and interesting landscape features.

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

Shopping Corridor/Pedestrian-Oriented Streetscape

A minimum of 12 feet of clear sidewalk width is required to be provided along designated shopping corridors. The planned roadway section for Riverside Drive shows a minimum clear area of 10 feet with some additional overlap into the Required Building Zones (on the private lots). As part of the Development Plan Review, the applicant will need to provide the remaining two feet (for a total of 12 feet) as part of the public streetscape along the private development abutting the right-of-way.

The roadway sections for Bridge Park Avenue show a minimum clear area of 12 feet (five-foot cycletrack adjacent to six-foot sidewalk and two feet of overlap onto at-grade tree grates). Sidewalk, building siting and shopping corridor details will be determined as part of the Development Plan and Site Plan Reviews to ensure a cohesive, high-quality public realm.

Block Size and Access

Waivers are required for the sizes of Lots/Blocks 6 and 9 because they each exceed the maximum block length on two sides, and the maximum total perimeter. These Waiver requests are, to some extent, “technical” Waivers, as the intent of the block size requirements is to prohibit overly large “superblocks” that preclude pedestrian connectivity and fail to appropriately distribute vehicular traffic. However, these blocks will be interrupted by mid-block pedestrianways that provide pedestrian connections to ensure the intent of the regulation is met while limiting additional vehicular access points onto Riverside Drive. Refer to the Waiver Analysis in Part IV of this report.

Crime Prevention Through Environmental Design

At the Site Plan Review when additional details are available, the open spaces and spaces around the buildings will be evaluated to ensure that opportunities for crime are minimized, such as shrubs or architectural elements that can conceal someone, and appropriate lighting levels and sight lines are maintained. Police has also recommended that plenty of locations to secure bicycles are provided throughout the streetscape. Bicycle parking will be finalized at the Site Plan Review.

Economic Development

The total amount of retail space (approx. 101,195 SF) and office space (approx. 122,945 SF) provided in the six mixed-use buildings will be a nice complement to the immediate area. This corridor currently lacks in office space diversity (size and type); and with the removal of Bridge Pointe shopping center, the new retail spaces will provide a needed, walkable amenity to support the offices. The size of the individual floor plates lend well to both single tenant and multi-tenant users. The space shapes and flexibility in suite sizes should easily accommodate both large and small businesses seeking this type of commercial space. The location along Riverside Drive provides the necessary traffic visibility for retail and great access for employers/employees.

Engineering

Engineering has reviewed the proposed application materials, and the comments in the attached Engineering Report should be addressed prior to the Preliminary Plat review by City Council and/or the Development Plan and Site Plan Reviews, as appropriate.

Fire

Washington Township Fire Department has reviewed the Bridge Park plans and finds the proposal meets applicable Dublin Fire Code and BSD zoning regulations at this time. Details will be reviewed at the next stages of the application review process. Refer to the attached report for more information.

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.

PART IV: APPLICABLE REVIEW STANDARDS

A. Waiver Review Criteria

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

1. Maximum Block Size – 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 $\pm 1,979$ feet);

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 $\pm 1,894$ 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.

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

- Criterion met:* The dimensions for Lots 6 and 9 are set by desired spacing of the intersections of John Shields Parkway and Tuller Ridge Drive with Riverside Drive, necessitating somewhat longer block lengths to reduce vehicular interruptions along this regional roadway. Further, the provision of the approximately 80-foot greenway along the south side of John Shields Parkway to the north increases the lengths of these two blocks, and each of these factors contribute to the need for maximum block perimeters exceeding 1,750 feet.
- Criterion met:* Due to the size of the site and the need to address grade change while also use it to the advantage of the parking structures causes the need for one front property line (facing Bridge Park Avenue) and three corner side property lines, which are also treated as important street frontages but allow vehicular access.

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

- Criterion met:* The proposed designs of Lots 6 and 9 have been coordinated with City's transportation network planning for the Bridge Street District, as well as plans for the greenway system along John Shields Parkway.
- Criterion met:* There is no architectural or cost factor associated with considering a property line a front or corner side property line. The proposed arrangement allows the vehicular access points into the garage to be spaced appropriately rather than concentrated along a single street.

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

Not applicable.

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

1. *Criterion met:* As noted previously, these Waiver requests are, to some extent, “technical” in nature. While the blocks are required to be measured as the lengths between rights-of-way (John Shields Parkway to Tuller Ridge Drive), the applicant will continue to provide pedestrian connectivity by providing mid-block pedestrianways to accommodate a high level of pedestrian activity through the development.
2. *Criterion met:* The proposed arrangement ensures that no single street is overly burdened by access to the two separate parking structures.

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

1. Front Property Line Coverage – Code Section 153.062(O)(5)(a)1/ 153.062(O)(6)(a)1

Allowing Front Property Line Coverage to be 52.52% instead of 75% for Buildings B1 and B2 along Riverside Drive, and allowing Front Property Line Coverage to be 63.32% for Buildings C1 and C2 along Riverside Drive.

2. Horizontal Façade Divisions – Code Section 153.062(O)(5)(d)4

Not requiring a horizontal façade division at the top of the ground story (allowing a horizontal façade division at the top of the second story instead) for Buildings B1, B2, and C3.

3. Ground Story Height – Code Section 153.062(O)(5)(b)/ 153.062(O)(12)(b):

Allowing ground story height to exceed the maximum permitted height for Buildings B3, B4 (Parking Structure Façades), C3, and C4 (Parking Structure Façades) from max. 12 ft. for parking structures and 16 ft. for corridor building types up to max. 22 ft.

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

1. *Criterion met:* The front property line coverage requirement is not met due to the fact that both buildings on each of the two blocks affected by this Waiver are on the same lot, along with an open space in between. The Code does not allow the open space to “count” toward meeting the front property line coverage, which would be an appropriate (potential) future Code amendment, since the intent of the provision is to ensure that buildings (and open spaces) line the sidewalk instead of vehicular areas and other “dead” spaces.
2. *Criterion met with condition:* The horizontal façade division requirement is intended to require “human” scaled buildings that complement a comfortable pedestrian environment, rather than a towering façade adjacent to a sidewalk. A horizontal façade division, such as a change in material “capped” by a corbel or similar architectural feature is one way to “terminate” the first floor of the building and provide a visual “base” to the building before it transitions to the upper stories of the building. Several of the proposed buildings, however, include a defined base that actually includes the first two stories, and the horizontal façade division occurs at the top of the second story instead. Based on the ART’s preliminary analysis of these proposed buildings (B1, B2, and C3), the transition in materials and building massing is appropriate; however, the applicant should provide awnings and/or canopies and/or other elements wherever possible and

architecturally appropriate at the determination of the required reviewing body at the top of the first story (as conceptually shown in most of the renderings) at the Site Plan Review.

3. *Criterion met:* There is a change in grade that must be accommodated for buildings B3, B4, C3, and C4.

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

1, 2, 3. *Criterion met.* Refer to the analyses for (a) above.

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

Not applicable.

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

1. *Criterion met:* This is a “technical” waiver that would not be necessary if the buildings and open spaces were each on their own parcels. The building and open space placement is consistent with the objectives of the BSD Code requirements.
2. *Criterion met:* The proposed architectural arrangement for the three buildings subject to the proposed Waiver ensures that there is appropriate variety among the different buildings proposed for the first phase of the Bridge Park development.
3. *Criterion met:* The proposed waiver, if approved, will ensure continuous pedestrian-oriented streetscapes.

B. Basic Plan Review Criteria – Development Plan

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

- 1) Development Plan is Substantially Similar to Basic Plan
Not applicable to Basic Plan Review.
- 2) Lots and Blocks Meet Requirements of Section 153.060
Met with Waivers. The project involves a series of interconnected streets with walkable block sizes, organized to accommodate multiple modes of transportation. All lots and blocks meet/meet with conditions the applicable Code requirements of Section 153.060, with the exception of Lots/Blocks 6 and 9 for which Waivers are recommended.
- 3) Street System is Consistent with the BSD 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 District Street Network Map (Fig. 153.061-A) and the Thoroughfare Plan. Engineering has determined the provided and planned street network is adequate to accommodate generated traffic from this development.

- 4) Street Types are Consistent with the Principles of Walkable Urbanism of Section 153.057-058 and Coordinate with the Proposed Development

Met with condition. All typical street sections meet Bridge Street District standards for streets. This development will provide an important portion of the planned cycletrack system along Bridge Park Avenue. Where necessary, the applicant should provide additional sidewalk area to provide the required 12-foot minimum clear area within the designated shopping corridor.

- 5) Buildings and Open Spaces are Appropriately Sited

Met with condition. Limited information about the building and open space types has been included at this stage for the blocks outside of Phase 1 (Lots 1, 6, 7, 8, 9). Where provided, the buildings and open spaces are appropriately sited consistent with the requirements of Code Sections 153.062 and 153.064. Details for each open space type will be determined as part of the Site Plan Review (coordinated with the proposed buildings and the adjacent streetscape). The plans currently show that a Commercial Center building type is proposed for Lot 1, which is not a permitted building type in the BSD Scioto River Neighborhood District. The applicant will be required to select a permitted building type or seek a Waiver.

- 6) Application is Consistent with the Neighborhood Standards of Section 153.063

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

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

- 7) Phasing

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

- 8) Consistency with Bridge Street District Vision Principles, Community Plan and other Policy Documents

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

- 9) Adequate and Efficient Infrastructure

Met with condition. The proposed street network is comprehensive, organized by a hierarchy of street character families, and is configured to accommodate multiple modes of transportation. The plans should be revised to address the comments in the Engineering Report attached to the ART Report.

C. Preliminary Plat Review Criteria

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

1) Plat Information and Construction Requirements

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

2) Street, Sidewalk, and Bikepath Standards

Met with conditions. 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, except that on-street parking should be provided on the south side of Banker Drive between Riverside Drive and Mooney Street.

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

3) Utilities

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

D. Basic Site Plan Review Criteria

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

1) Site Plan is Substantially Similar to Basic Plan

Not applicable to Basic Plan Review.

2) Consistency with Approved Development Plan

N/A. No approved Development Plan at this stage.

3) 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. The project includes parking structures that will be visible from the public right-of-way, which require conditional use review at or before the Site Plan Review.

4) Safe and Efficient Circulation

Met with conditions. The proposed street network will provide for safe and efficient circulation within and around this site, with ART comments outlined within the report. The proposed parking structures include entrance/exit drives that exceed the 24-foot maximum width. The plans will need to be modified to reduce the width of the driveway, or seek a Waiver at the Site Plan Review. The plans

should also be modified to include crosswalks at the intersection of Longshore Street and Bridge Park Avenue.

5) Coordination and Integration of Buildings and Structures

Met with condition and Waivers. The applicant has worked with the City to develop buildings that relate well to each other and will allow for integration and coordination with future phases of the Bridge Park development. Numerous potential Waivers have been identified for the proposed buildings. Some, if approved, will continue to maintain the image of Dublin as a high quality community with a commitment to exemplary planning and design. Other proposed Waivers are not recommended, and the applicant should modify the plans to meet the Code requirements. For example, while some of the required entrances are provided, all eight buildings are deficient in the total number of required building entrances. The buildings should be modified prior to the Site Plan Review, or future Site Plan Waivers should be considered.

To meet the Waiver requirement for horizontal façade divisions for Buildings B1, B2, and C3, the applicant shall provide awnings and/or canopies and/or other elements wherever possible and architecturally appropriate at the determination of the required reviewing body at the top of the first story (as conceptually shown in most of the renderings) at the Site Plan Review.

6) Desirable Open Space Type, Distribution, Suitability, and Design

Met with conditions. At this preliminary stage, the proposal demonstrates how the acreage requirement for open space can be achieved, although this will require approval of an Open Space Fee-in-Lieu request and should be addressed in the Development Agreement. Further, three of the proposed open spaces fail to meet the dimensional requirements, and therefore should be modified to meet the requirements for the Site Plan Review, or seek future Site Plan Waivers. Locations and quality of design and details for all open spaces will be determined at the final Site Plan Review.

7) Provision of Public Services

Met with condition. This proposal includes preliminary public utility information. The details for providing services in a desirable manner will need to be coordinated and finalized to the satisfaction of the City Engineer prior to (final) Site Plan Review, in accordance with the comments in the Engineering memo attached to this report.

8) Stormwater Management

Met with condition. The final plans providing stormwater details and design shall be coordinated and finalized to the City Engineer's satisfaction prior to final Site Plan Review.

9) Phasing

Met. While the overall Bridge Park development will be completed in multiple phases, the area comprising the Basic Site Plan Review (Lots 2 – 5) will be completed in one phase. Phase 1 is capable of independent consideration and does not depend on any additional phases.

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

Met. The proposal is consistent the goal of creating a vibrant mixed-use walkable development within the BSD Scioto River Neighborhood District and is consistent with the Principles of Walkable Urbanism described in Zoning Code Section 153.057 and as described above.

PART V: ADMINISTRATIVE REVIEW TEAM RECOMMENDATIONS AND CITY COUNCIL DETERMINATIONS

A. Development Plan Waivers

The Administrative Review Team recommends approval of the following 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.

B. Site Plan Waivers

The Administrative Review Team recommends approval of the following 3 Site Plan Waivers:

1. Front Property Line Coverage – Code Section 153.062(O)(5)(a)1/ 153.062(O)(6)(a)1

Allowing Front Property Line Coverage to be 52.52% instead of 75% for Buildings B1 and B2 along Riverside Drive, and allowing Front Property Line Coverage to be 63.32% for Buildings C1 and C2 along Riverside Drive.

2. Horizontal Façade Divisions – Code Section 153.062(O)(5)(d)4

Not requiring a horizontal façade division at the top of the ground story (allowing a horizontal façade division at the top of the second story instead) for Buildings B1, B2, and C3.

3. Ground Story Height – Code Section 153.062(O)(5)(b)/ 153.062(O)(12)(b):

Allowing ground story height to exceed the maximum permitted height for Buildings B3, B4 (Parking Structure Façades), C3, and C4 (Parking Structure Façades) from max. 12 ft. for parking structures and 16 ft. for corridor building types up to max. 22 ft.

C. Basic Development Plan

The Administrative Review Team recommends approval of the Basic Development Plan with 6 conditions:

- 1) That the applicant work with the City to establish a development agreement for this project;
- 2) That the applicant select building types that are permitted in the BSD Scioto River Neighborhood District, or seek a Waiver;
- 3) That the applicant provide the full 12-foot minimum clear sidewalk area within the designated shopping corridors as part of the Site Plan Review;

- 4) That the applicant describe the intent for the required BSD Scioto River Neighborhood District gateways at the Development Plan Review, with details to be determined as part of the Site Plan Review;
- 5) That the applicant provided a phasing, demolition, and interim site conditions plan for the development as part of the Development Plan Review; and
- 6) That the applicant addresses any remaining Engineering comments as part of the Development Plan Review.

D. Preliminary Plat

The Administrative Review Team recommends approval of the Preliminary Plat with 4 conditions:

- 1) That the plans are revised to include parking on the south side of Banker Drive for the section between Riverside Drive and Mooney Street;
- 2) City Council approval of the Plat modification of the requirement that rights-of-way lines at street intersections must be connected with a straight line tangent;
- 3) That the applicant addresses any remaining Engineering comments prior to final review by City Council; and
- 4) 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.

E. Basic Site Plan

The Administrative Review Team recommends approval of the Basic Site Plan with 8 conditions:

- 1) That the applicant seek approval of conditional uses for the proposed parking garages prior to (or with) Site Plan approval;
- 2) That the parking garage entrance/exit drives are reduced to less than 24 feet wide, or seek approval of a Waiver at Site Plan Review;
- 3) That the applicant provide awnings and/or canopies and/or other elements wherever possible and architecturally appropriate at the determination of the required reviewing body at the top of the first story (as conceptually shown in most of the renderings) at the Site Plan Review;
- 4) That the plans are revised to include a crosswalk at the intersection of Bridge Park Avenue and Longshore Street;
- 5) That the building plans are modified to address the potential “Future Waivers” and other modifications noted in this report prior to the Site Plan Review, or Site Plan Waivers will be required;
- 6) That the applicant seek approval of a request to pay a fee-in-lieu of dedicating the full open space requirement;
- 7) That the proposed open spaces that fail to meet the minimum dimensional requirements are modified prior to the Site Plan Review, or Site Plan Waivers will be required; and
- 8) That the applicant addresses any remaining Engineering comments as part of the Site Plan Review.

F. Required Reviewing Body Determination

In addition to the determinations above, City Council is required to make a determination on the required reviewing body for the subsequent Development Plan and Site Plan Reviews.

City Council shall make a motion to require Development Plan Review and Site Plan Review by the City Council, the Planning and Zoning Commission or the Administrative Review Team.

G. Administrative Departures

The Administrative Review Team approves the following Administrative Departures:

- 1) Front Property Line Coverage (min. 75% required)
 - a. *Building C2* – 73.46% along Bridge Park Avenue
- 2) Upper Story Height
 - a. *Building B4 (Garage)* – 12.5 ft (max. 12 ft.)
 - b. *C2* – 15 ft. (max. 14 ft.)
 - c. *C4 (Garage)* – 12.67 ft. (max. 12 ft.).
- 3) Upper Story Street Façade Transparency Requirement (min. 30% required)
 - a. *Building B1* – 27.70% at 4th floor (Riverside Dr. elevation);
 - b. *C3* – 29.19% at 5th floor (Bridge Park Ave.);
 - c. *C4 (Residential)* – 29.31% at 2nd floor and 29.88% at 5th floor (Mooney St.).
- 4) Minimum Primary Façade Materials Requirement (min. 80% required)
 - a. *Building B1* – 74.45% (Longshore St. elevation); 74.71% (open space); 73.85% (Banker Dr.)
 - b. *B2* – 76.15% (open space)
 - c. *B3* – 73.06% (Longshore St.); 78.70% (Mooney St.)
 - d. *B4 (Residential)* – 73.08% (Longshore St.); 78.73% (open space)
 - e. *C3* – 74.13% (Mooney St.)
 - f. *C4 (Residential)* – 74.58% (Mooney St.)

ART ANALYSIS AND DETERMINATIONS – BASIC DEVELOPMENT PLAN

Applicable Development Plan Review Criteria

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

153.060 – Lots and Blocks			
Code Section	Requirement	Met/Notes	
(A)	Intent	Met. The project involves a series of interconnected streets with walkable block sizes, organized to accommodate multiple modes of transportation. There are streets designated as principal frontage streets with continuous, pedestrian-oriented block faces designed for front building facades and limited driveway interruptions. The proposed block configurations support the principles of walkable urbanism of Code Section 153.057(D).	
(B)	Applicability	Met. This project involves new development and subdivision of land, and therefore the provisions of 153.060 apply.	
(C)(1)(a)	Interconnected Street Pattern	Met. The proposal provides for the continuation of existing/planned streets from adjoining areas, including John Shields Parkway, Tuller Ridge Drive, future Bridge Park Avenue (connecting east to existing Village Parkway), future Banker Drive, Mooney Street, and Dale Drive.	
(C)(1)(b)-(f)	Interconnected Street Pattern	Met/DPR. No cul-de-sacs proposed. No significant natural features for the street network to follow are present. The terminations of Mooney Street and Longshore Streets will be required to occur at either an open space type or a building façade in Block A/Lot 1, or the applicant will be required to obtain a Waiver.	
(C)(2)(a)	Maximum Block Size – Required Subdivision	Met. Subdivision is required, since the site is located within the BSD Scioto River Neighborhood District, and Development Plan Review is required for this project. The applicant has submitted a Preliminary Plat application.	
(C)(2)(b)/ Table 153.060-A	Maximum Block Dimensions Each block face is limited to 500 ft. in length. Block perimeter shall not exceed 1,750 ft.	Lot 1	Met/DPR. Block dimensions are 494 ft. (east), 424 ft. (north), and 672 ft. (south/west). Total block perimeter is 1,590 ft. Code Section 153.063(F)(3)(b)2 allows the max. block length of 500 ft. to be exceeded adjacent to the roundabout, as long as the required mid-block pedestrianways are provided. The applicant will be required to show these at the Development Plan Review for Lot 1.
		Lot 2	Met. Block dimensions are 451 ft. (east), 136 ft. (south), 473 ft. (west), 110 ft. (north). Total block perimeter is 1,170 ft.
		Lot 3	Met. Block dimensions are 429 ft. (east), 225 ft. (south), 443 ft. (west), 226 ft. (north). Total block perimeter is 1,323 ft.
		Lot 4	Met. Block dimensions are 455 ft. (east), 111 ft. (south), 451 ft. (west), 110 ft. (north). Total block perimeter is 1,127 ft.
		Lot 5	Met. Block dimensions are 450 ft. (east), 225 ft. (south), 455 ft. (west), 225 ft. (north). Total block perimeter is 1,355 ft.
		Lot 6	Not Met – Development Plan Waiver Required. Block dimensions are approx. 617 ft. (east), 399 ft. (south), 584 ft. (west), 379 ft. (north). Total block perimeter is 1,979 ft. Waivers will be required for the sides of the block exceeding the maximum block length on the east and west sides of the block and the total block perimeter.
		Lot 7	Met. Block dimensions are approx. 463 ft. (east), 282 ft. (south), 432 ft. (west), 204 ft. (north). Total block perimeter is 1,381 ft.

153.060 – Lots and Blocks

Code Section	Requirement	Met/Notes	
		Lot 8	Met. Block dimensions are 448 ft. (east), 203 ft. (south), 447 ft. (west), 253 ft. (north). Total block perimeter is 1,351 ft.
		Lot 9	Not Met – Development Plan Waiver Required. Block dimensions are 687 ft. (east), 261 ft. (south), 640 ft. (west), 306 ft. (north). Total block perimeter is 1,894 ft. Waivers will be required for the sides of the block exceeding the maximum block length on the east and west sides of the block and the total block perimeter.
(C)(2)(c)	Shopping Corridors	Met/DPR/SPR. The designated shopping corridor is shown along the north and south sides of Bridge Park Avenue, extending north and south along Riverside Drive for a total of 1,200 ft. (1,200 ft. required). Details to be determined at the Site Plan Review. Refer to 153.063, Neighborhood Standards, for additional analysis.	
(C)(3)(a)	Block Configuration	Met. Blocks are generally rectangular in shape, with the exception of the Block A/Lot 1, which is three-sided due to the Riverside Drive/SR 161 roundabout right-of-way.	
(C)(3)(b)	Front Property Lines (FPL)	Not Met – Development Plan Waiver Required. Front property lines are shown along a minimum of two sides of all blocks except Blocks/Lots 3 and 5 (one front property line facing Bridge Park Avenue, with Corner Side Property Lines facing Longshore Street, Mooney Street and Tuller Ridge Drive and Banker Drive). Details to be verified at the Site Plan Review once building types have been proposed.	
(C)(4)(a)-(c)	Principal Frontage Streets (PFS)	Met/DPR/SPR. The designated Principal Frontage Streets (Riverside Drive, John Shields Parkway, Bridge Park Avenue, Dale Drive, West Dublin-Granville Road) are shown on the plans. Additional details to be verified at the Development Plan and Site Plan Reviews. Refer to 153.061, Street Types, for additional analysis.	
(C)(5)	Block Access Configurations	Met/DPR/SPR. Engineering has reviewed the preliminary block access configuration, and finds them to be acceptable at this stage. Vehicular access is shown off of the following designated PF streets:	
		Lot 1	One access point (right in, right out) off of S.R. 161 to a private service drive.
		Lot 8	One access point off of Dale Drive.
(C)(6)	Mid-Block Pedestrianways	Met/DPR/SPR. Mid-block pedestrianways are conceptually shown on Lots 2, 3, 4, 5, 7, and 8. Additional information on Lots/Blocks 1, 6, and 9 will be required at the Development Plan/Site Plan Reviews for those blocks. Refer to 153.065(I), Walkability Standards, for additional analysis.	
(C)(7)	Typical Lot Dimensions	Met with Condition. Any lot shall be created to meet the requirements of one or more building types. All lots meet the intent of this requirement.	
		Lot 1	Condition. Commercial Center building type noted (not permitted in BSD Scioto River Neighborhood District). The applicant will be required to select a permitted building type or seek a Waiver.
		Lots 2-8	Met. Corridor building types noted. Min. lot size: 50 ft.; Max. lot size: none.
		Lots 8-9	Met. Single-Family Attached building types noted. Min. lot size: 16 ft. per unit; Max. lot size: none.
(C)(9)	Street Frontage	Met/DPR/SPR. All lots have frontage along a min. of one right-of-way. Front/corner side property line designations will also depend on the building arrangement on each block/lot, although preliminary designations are shown on the plans.	

153.061 – Street Types

Code Section	Requirement	Met/Notes	
(A)	Intent	Met. The proposed street network is comprehensive, organized by a hierarchy of street character families, and is configured to accommodate multiple modes of transportation. The proposed street network is consistent with the Principles of Walkable Urbanism of Code Section 153.057(D).	
(B)	Applicability	Met. New streets are proposed as part of this project, and therefore the provisions of 153.061 apply.	
(C)(1)	Street Families (PFS = Principal Frontage Street)	Riverside Drive	Corridor Connector Street; 114-138 ft. right-of-way (median, turn lanes); PFS
		S.R. 161	Corridor Connector Street; 112 ft. right-of-way; PFS
		John Shields Parkway	District Connector Street; 76-87 ft. right-of-way (turn lane); PFS
		Dale Drive	District Connector Street; 60-65 ft. right-of-way; PFS
		Bridge Park Avenue	District Connector Street; 69-80 ft. right-of-way (turn lane); PFS
		Tuller Ridge Drive	Neighborhood Street; 65 ft. right-of-way
		Longshore Street	Neighborhood Street; 60 ft. right-of-way
		Mooney Street	Neighborhood Street; 60 ft. right-of-way
		Banker Drive	Neighborhood Street; 60 ft. right-of-way
(C)(3)	Existing Streets	Met. The City is coordinating with the applicant on the reconfiguration of the right-of-way alignment for John Shields Parkway between Riverside Drive and Mooney Street, as well as the Riverside Drive right-of-way. The City is also coordinating the vacation of the existing east/west segment of Dale Drive. Final alignments will be determined with the Preliminary and Final Plats and addressed through the development agreement. Refer to Preliminary Plat Sheets PP4-7 for exhibits depicting the proposed realignments.	
(D)(1)	Street Frontage Requirements	Met. Refer to 153.060(C)(3)(b) above.	
(D)(2)	Vehicular Access	Met/DPR/SPR. Refer to 153.060(C)(4)-(5) above.	
(D)(3)	Multiple Principal Frontage Streets	Met/DPR/SPR. Refer to 153.060(C)(4)-(5) above.	
(E)	Typical Street Elements	Met/DPR/FP. Bicycle Facilities: Five-foot cycletracks will be provided on the north and south sides of Bridge Park Avenue, adjacent to five-foot sidewalks. A two-way, ten-foot cycletrack is provided along the west side (park side) of Riverside Drive, north of the intersection with Bridge Park Avenue, connecting to the cycletrack planned along John Shields Parkway and the regional bicycle system. Details will be determined with Development Plan Review and Final Plat.	
		Met/DPR/FP. Vehicular On-Street Parking: The plans show on-street parking on most segments of all streets. The applicant should provide motorcycle parking spaces in locations where full-length vehicular parking spaces cannot be accommodated. Details to be determined with Preliminary/Final Plat and Development Plan Review.	
		Met/DPR/FP. Crosswalks: Crosswalks and vehicular access points will need to be coordinated along the streets, particularly as part of the shopping corridor (Bridge Park Avenue) and the mid-block crosswalks adjacent to mid-block pedestrianways. Design details to be determined with Development Plan Review and Final Plat. Refer to 153.065(I), Walkability Standards, for additional analysis.	

153.061 – Street Types

Code Section	Requirement	Met/Notes
(F)	Curb Radii	DPR/FP. Curb radii should be designed for typical vehicles, between 15-25 ft. Details to be determined with the Development Plan Review and Final Plat.
(G)	Fire Access	Met. The Washington Township Fire Department has completed their review of the proposal, and finds that the project meets the Dublin Fire Code and applicable BSD zoning regulations. Refer to the Fire Department’s comments attached to this report.

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

153.063 – Neighborhood Standards

Code Section	Requirement	Met/Notes
(F)(3)	Block, Access, Street Layout	Met. Cross-referenced with 153.060 and 153.061 above.
(F)(4)	Building Types	Met with Condition/DPR/SPR. Building types and uses will be determined with the Development Plan and Site Plan Reviews. The applicant will be required to identify building types permitted in the BSD Scioto River Neighborhood District, or seek Waivers.
(F)(5)	Placemaking Elements	Met/DPR/SPR. Shopping Corridor: Developments over 20 acres are required to provide a minimum of 1,200 linear feet of mixed use “shopping corridor” as part of a redevelopment plan. The plans show 1,200 feet measured along both the north and south block faces fronting on Bridge Park Avenue between Riverside Drive and Mooney Street, and along the western block face of Lot 4 facing Riverside Drive, and along a portion of the western block face of Lot 2 facing Riverside Drive. Details to be verified at Development Plan Review.
		Met with Condition/DPR/SPR. Pedestrian-Oriented Streetscape. A minimum of 12 feet of clear sidewalk width shall be provided along designated shopping corridors. The planned roadway section for Riverside Drive shows a minimum clear area of 18 ft. (8-ft. cycletrack adjacent to a 10-ft. sidewalk), with some additional overlap into the Required Building Zones (on private lots). The roadway sections for Bridge Park Avenue show the minimum clear area of 12 feet in different configurations on the sections between Riverside Drive and Longshore Street (5-ft. cycletrack adjacent to 7.5-ft. sidewalk) and the section between Longshore Street and Mooney Street (2-ft. overlap onto at-grade planter, 5-ft. cycletrack, 5-ft. sidewalk). Additional space may be provided outside of the public right-of-way to add to this space. Sidewalk, building siting and shopping corridor details will be determined as part of the Development Plan and Site Plan Reviews to ensure a cohesive, high-quality public realm.
		SPR. Street Terminations: Details to be determined as part of the Site Plan Review.
		Met with Condition/DPR/SPR. Gateways: Gateway elements should be provided at the intersections of Bridge Park Avenue and Riverside Drive, and John Shields Parkway and Riverside Drive. Since the gateways are intended to enhance the character of the public realm and provide a sense of arrival to an area, the details should be outlined at the Development Plan Review and determined as

153.063 – Neighborhood Standards

Code Section	Requirement	Met/Notes
		part of the Site Plan Review (coordinated with the proposed buildings and open spaces).
		SPR. Sign Plans: The applicant will be required to submit a master sign plan as part of the Site Plan Review for the shopping corridor (and other areas as proposed).
(C)(6)	Open Spaces	Met with Condition/DPR/SPR. A variety of well-designed open spaces shall be provided throughout the site. Open space corridors should be provided along Riverside Drive and Bridge Park Avenue via the cycletrack and an enhanced public realm, with a greenway connection along the south side of John Shields Parkway. Open space nodes should be provided approximately within Lots 1, 8, and 9. Details for each open space type, including the intended users, exact acreages required and provided, and general program, should be outlined at the Development Plan Review and determined as part of the Site Plan Review (coordinated with the proposed buildings and the adjacent streetscape).



ART ANALYSIS AND DETERMINATIONS – BASIC SITE PLAN

Applicable Site Plan Review Criteria

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

This analysis applies only to Lots 2, 3, 4, and 5. Future Basic Site Plan Review applications will be required for Lots 1, 6, 7, 8, and 9.

153.059 – Uses

Code Section	Requirement	Met/Notes	
Table 153.059-A	Permitted and Conditional Uses	Met/SPR. All proposed Principal and Accessory Uses are permitted. The preliminarily proposed Principal Uses are: Dwelling, Multiple-Family; Parks and Open Space; Eating and Drinking; Office, General; and Retail, General. Additional uses will be confirmed at the Site Plan Review.	
	Accessory Uses	Met. Parking Structures and Outdoor Dining and Seating are proposed as Accessory Uses to the proposed Principal Uses, which are permitted. Additional accessory uses will be confirmed at the Site Plan Review.	
(C)	Use Specific Standards	Parking Structures	Conditional Use Review. Parking structures visible along public and private street frontages require conditional use review.
		Outdoor Dining and Seating	SPR. Patio and outdoor dining details will be confirmed at the Site Plan Review.

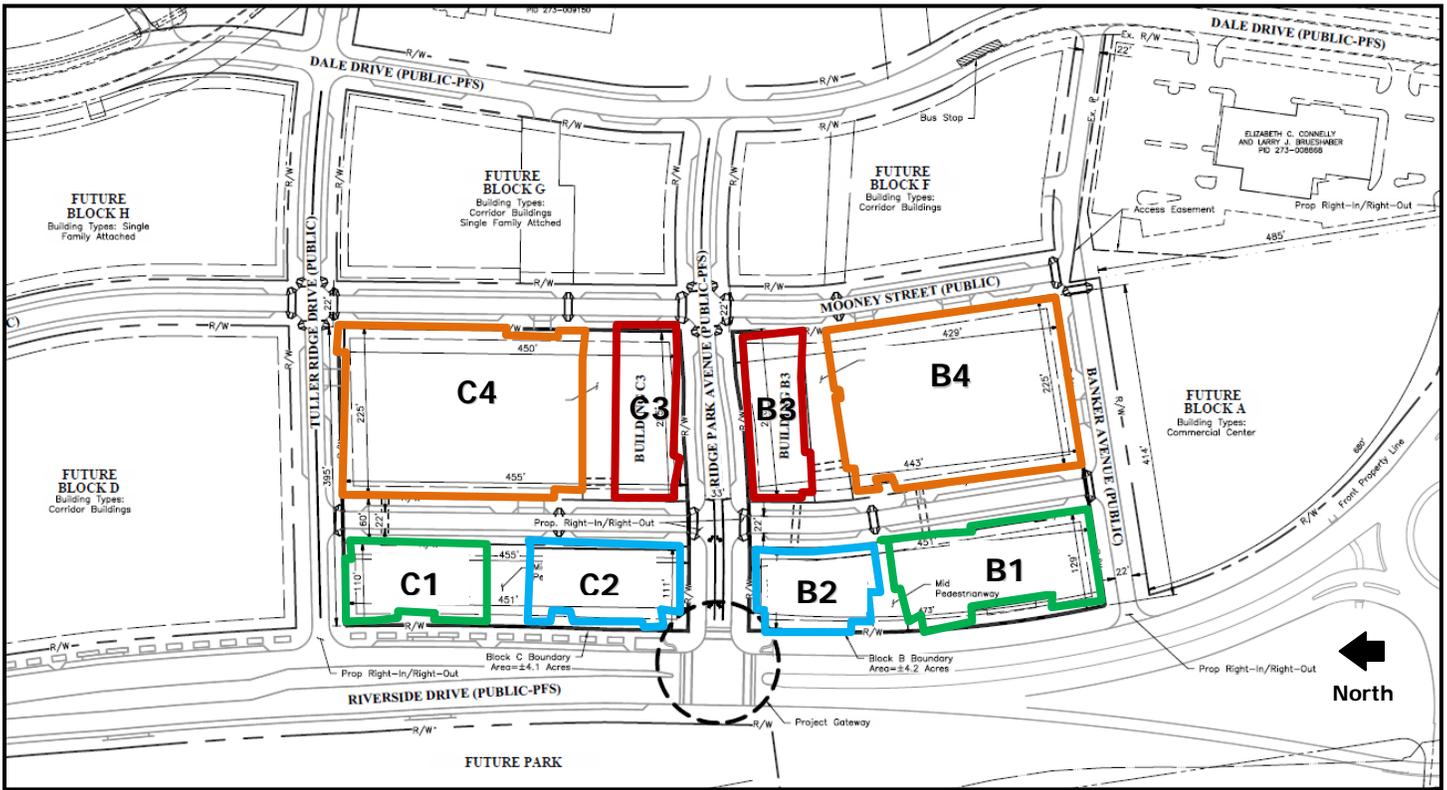
153.062 – Building Types

Code Section	Requirement	Met/Notes	
(A)	Intent	Met. The proposed building types provide a range of high quality residential, commercial, and mixed-use buildings to reinforce the intended character of the BSD Scioto River Neighborhood District.	
(B)(3)	General Requirements	Met. Zoning Districts: Corridor Building and Mixed-Use Building types and Parking Structures are permitted in the BSD Scioto River Neighborhood District.	
		Met/Conditional Use Review. Uses: Proposed uses are permitted in the district and in the building types. The Corridor building type restricts General Office and Residential uses on the ground floor in shopping corridors; these uses are not proposed on the ground floor at this time. Parking structures visible from the street require conditional use review.	
		Met. No Other Building Types: Proposed buildings are generally consistent with the Corridor and Mixed-Use Building types and Parking Structures, based on the information submitted. No information has been submitted at this time for the Single-Family Attached or Commercial Center building types, which will be	

153.062 – Building Types		
Code Section	Requirement	Met/Notes
		<p>reviewed as part of a future Basic Site Plan Review for Lots 1, 6, 7, 8, and 9.</p> <p>Met. <i>Permanent Structures:</i> The proposed buildings are permanent structures.</p> <p>N/A. <i>Accessory Structures:</i> None proposed at this time.</p>
(C)	General Building Type Layout and Relationships	<p>Met. <i>Incompatible Building Types:</i> There are no building type incompatibilities.</p> <p>Met. <i>Shopping Corridors:</i> At least one street or street segment is required to be designated as a shopping corridor in the BSD Scioto River Neighborhood district. The plans show the full 1,200-foot required shopping corridor provided along principal frontage streets (Bridge Park Avenue and Riverside Drive) and lined by Corridor building types.</p>
(D)(1)	Parapet Roof Type Requirements <i>Applies to all buildings except C2</i>	<p>Met with Condition/Future Waiver. <i>Parapet Height:</i> The height of parapets drops below the minimum height of 2 feet in numerous locations on Buildings B1, B2, B3, B4, C3, and C4 as the roofline shifts in height across the elevations. Portions of the parapet on Building C1 exceed the 6 foot maximum permitted height (6'10"). The applicant should correct this on the plans, or seek approval of a Waiver at the Site Plan Review.</p> <p>Met with Condition/Future Waiver. <i>Parapet Wraps all Façades:</i> Parapets are present on all façades, but are not continuous. As the roofline jogs up and down along several of the elevations, the parapet is not present on the lower portions of the roofline. See comment above. The applicant should correct this on the plans, or seek approval of a Waiver at the Site Plan Review.</p> <p>SPR. <i>Horizontal Shadow Lines:</i> Encouraged to distinguish the parapet from the upper stories of the building, as architecturally appropriate.</p> <p>Met. <i>Occupied Space:</i> None of the buildings with a parapet roof type incorporate occupied space or a half story within the roof.</p>
(D)(3)	Flat Roof Type Requirements <i>Applies to building C2</i>	<p>Met. <i>Eaves:</i> Building C2 has a flat roof with eaves ±2 feet, 8 inches thick and projecting ±4 feet in depth.</p> <p>N/A. <i>Interrupting Vertical Walls:</i> None proposed with Building C2.</p>
(D)(4)	Towers	<p>SPR. Additional information is needed to evaluate the towers proposed with Buildings B4, C2 and C4. Tower height may not exceed the height of one additional upper floor of the building to which the tower is attached, and the width of a tower shall not exceed its height. From the plans and section provided, neither the type of roof proposed on the tower nor the height of the tower as measured by Code can be determined.</p>
(E)(1)	Façade Materials	<p>Met with Condition/Future Waiver. The applicant has submitted a preliminary list of materials to be used, including brick, manufactured stone (<i>Arriscraft</i> Calcium Silicate Masonry Units), composite metal panels, and Exterior Insulated Finishing System (EIFS). EIFS is permitted by Code only for trim only.</p> <p>The Code allows the use of "high quality synthetic materials...with examples of successful, high quality installations in comparable climates". The applicant will need to provide details and documentation of durability and longevity to support the use of EIFS as a "high quality synthetic material," or seek approval of a</p>

153.062 – Building Types			
Code Section	Requirement		Met/Notes
			Waiver at the Site Plan Review.
(E)(2)	Façade Material Transitions		See Building Type Requirements Tables for each Building
(E)(3)	Roof Materials		SPR. No roof materials have been provided at this time.
(E)(4)	Color		SPR.
(F)(1)	Entrances & Pedestrianways – Quantities and Locations		See Building Type Requirements Tables for each Building
(F)(2)	Recessed Entrances		SPR.
(F)(3)	Entrance Design		SPR.
(G)	Articulation of Stories on Street Façades		SPR.
(H)(1)	Windows		Met with Condition/Future Waiver. Both aluminum and vinyl windows are proposed. The Code allows ‘anodized’ aluminum windows. Vinyl clad wood windows are permitted, but solid vinyl require approval from required reviewing body during Site Plan Review with examples of successful, high quality installations in comparable climates. The applicant will need to provide details and documentation of quality and effective installation to support the use of vinyl windows as a “high quality synthetic material,” or seek approval of a Waiver at the Site Plan Review.
(H)(3)	Awnings and Canopies		SPR.
(I)	Balconies, Porches, Stoops, and Chimneys		Met with Condition/Future Waiver. Balconies in several locations do not meet the minimum depth of 6 feet--C3 west elevation, B2 south elevation, B1 west and east elevation. The applicant will need to modify the plans to provide the appropriate dimensions or seek approval of a Waiver at the Site Plan Review by demonstrating that the proposed balconies are architecturally appropriate and sufficiently sized to allow for functional outdoor space.
(J)	Treatments at Terminal Vistas		Met/SPR. Buildings B2 and C2 at the intersection of Riverside Drive and Bridge Park Drive are at the eastern terminus of the proposed pedestrian bridge over the Scioto River and present an opportunity to maximize this terminal vista for bridge users. A tower has been incorporated into the corner entry of Building C2 at this intersection, and opportunities to create Open Spaces at this intersection have been accommodated, although more details are needed. This intersection is also designated as a Gateway location. See BSD Scioto River Neighborhood District Standards.
(K)	Building Variety		Met/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:

153.062 – Building Types							
Code Section	Requirement	Met/Notes					
		(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 (4) Pronounced changes in building height					
		Adjacent Buildings	Dominant Material	Recesses and Projections	Entrance and Window Placement	Roof Design	Change in Height
			Required	2 of 4 Required			
		B1 and B2	Y	Y	Y		
		B2 and B3	Y		Y		Y
		B3 and B4	Y	Y	Y		
		B4 and B1	Y	Y	Y		
		C1 and C2	Y	Y	Y	Y	
		C2 and C3	Y	Y	Y	Y	
		C3 and C4	Y	Y	Y		
		C4 and C1	Y	Y	Y		
		B2 and C2	Y	Y	Y		
		B3 and C3	Y	Y	Y		
(M)	Signs	SPR. A Master Sign Plan is required by the Neighborhood Standards for designated shopping corridors and will be required at the Site Plan Review.					
(N) & (O)	Individual Building Type Requirements	<i>Refer to following section for detailed analysis of each building.</i>					



Building Number Diagram

153.062(O)(5) – Corridor Building Requirements (Building B1)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	Two	Met
Front Property Line Coverage (%)	Min. 75%	52.52% (w/ B2)	Waiver
Occupation of Corner Required (Yes/No)	Yes	Yes	Met
Front Required Building Zone Required (range, ft)	0-15 ft.	Min. 4 ft. /Max. 24 ft.	Met
Corner Side RBZ Required (range, ft)	0-15 ft.	±3 ft.	Met
Side Yard Setback Required (ft)	5 ft.	N/A	N/A
Rear Yard Setback Required (ft)	5 ft.	N/A	N/A
Minimum Lot Width Required (ft)	50 ft.	473 ft.	Met
Maximum Lot Width Required (ft)	None	N/A	N/A
Maximum Impervious Lot Coverage (%)	80%	TBD	TBD-SPR

153.062(O)(5) – Corridor Building Requirements (Building B1)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Semi-Pervious Lot Coverage (%)	10%	TBD	TBD-SPR
Loading Facility Permitted (location relative to principal structure)	Rear and Side Façades	TBD	TBD-SPR
Entry for Parking within Building (relative to principal structure)	Rear & Side Façade; Corner Side Façade on Non-PFS	N/A	N/A
Minimum Building Height Permitted (ft)	3 stories	6 stories	Met
Maximum Building Height Permitted (ft)	6 stories	6 stories	Met
Ground Story Height	12 ft. Minimum 16 ft. Maximum	15.33 ft.	Met
Upper Story Height	10 ft. Minimum 14 ft. Maximum	10.66 ft. to 13.33 ft.	Met
Minimum Finished Floor Elevation Permitted (ft)	None	N/A	N/A
Minimum Occupied Space Required (ft)	30 ft req. on upper stories facing Streets	No non-occupied space where applicable	Met
Parking within Building	Permitted in rear of first 3 floors and fully in basement	N/A	N/A
Ground Story Street Facing Transparency Required (%)	Minimum 60% transparency	West Elevation—74.88% South Elevation—73.26% East Elevation—74.38%	Met
Upper Story Street Facing Transparency Required (%)	Minimum 30% transparency	South Elevation—25.94% at 6 th Story	Not Met/ Future Waiver
Non-Street Façade Transparency	Minimum 15% Transparency	North Elevation—12.34% at 2 nd Story	Not Met/ Future Waiver
Blank Wall Limitations (Yes/No)	Yes	North Elevation—1 st & 2 nd Story	Not Met/ Future Waiver
Principal Entrance Location Required (relative to principal structure)	Primary Street Façade of Building	Met	Met
Number of Street Facade Entrances Required (per ft of facade)	1 per 75 ft. of façade, minimum	South Elevation—2 Req., 2 Provided	Met
Number of Parking Lot Façade	1 per 100 ft. of façade,	N/A	N/A

153.062(O)(5) – Corridor Building Requirements (Building B1)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Entrances Required	minimum		
Mid-Building Pedestrianways Required (# per ft of facade)	In shopping corridors, required for buildings longer than 250 ft. in length	N/A	N/A
Vertical Increments Required (location on principal structure)	No greater than every 45 ft.	No-Portions of All Elevations	Not Met/ Future Waiver
Horizontal Facade Divisions Required (per ft of facade)	On buildings 3 stories or taller; within 3 ft. of the top of the ground story. Required at any building step-back	No-Provided at top of 2 nd Story	Waiver (with Condition)
Permitted Primary Materials (types)	Stone, brick, glass	Stone, brick, glass	Met
Minimum Primary Façade Materials	80%	West Elevation—71.73% East Elevation—74.45% North Elevation—74.71% South Elevation—73.85%	Not Met/Future Waiver Admin. Dep. Admin. Dep.
Changes in Roof Plane/Type Required (per ft of facade)	None	N/A	N/A
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet	Met
Tower(s) Permitted (Yes/No)	Yes	None Proposed	N/A

153.062(O)(5) – Corridor Building Requirements (Building B2)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	Two	Met
Front Property Line Coverage (%)	Min. 75%	52.52% (w/ B1) @ Riverside 75.29% (w/B3) @ Bridge Park	Waiver at Riverside
Occupation of Corner Required (Yes/No)	Yes	Yes @ NE; No @ NW (Private Patio not Public Open Space)	Not Met/Future Waiver
Front Required Building Zone Required (range, ft)	0-15 ft.	West—Min. 0 ft./Max. 18 ft. North—Min. 8ft./Max 20 ft.	Met

153.062(O)(5) – Corridor Building Requirements (Building B2)			
Corner Side RBZ Required (range, ft)	0-15 ft.	Min. 0 ft./ Max. 4 ft.	Met
Side Yard Setback Required (ft)	5 ft.	N/A	N/A
Rear Yard Setback Required (ft)	5 ft.	N/A	N/A
Minimum Lot Width Required (ft)	50 ft.	473 ft.	Met
Maximum Lot Width Required (ft)	None	N/A	N/A
Maximum Impervious Lot Coverage (%)	80%	TBD	TBD
Semi-Pervious Lot Coverage (%)	10%	TBD	TBD
Loading Facility Permitted (location relative to principal structure)	Rear and Side Façades	TBD	SPR
Entry for Parking within Building (relative to principal structure)	Rear & Side Façade; Corner Side Façade on Non-PFS	N/A	N/A
Minimum Building Height Permitted (ft)	3 stories	6 stories	Met
Maximum Building Height Permitted (ft)	6 stories	6 stories	Met
Ground Story Height	12 ft. Minimum 16 ft. Maximum	15.33 ft.	Met
Upper Story Height	10 ft. Minimum 14 ft. Maximum	10.66 ft to 13.33 ft	Met
Minimum Finished Floor Elevation Permitted (ft)	None	N/A	N/A
Minimum Occupied Space Required (ft)	30 ft req. on upper stories facing Streets	No non-occupied space where applicable	Met
Parking within Building	Permitted in rear of first 3 floors and fully in basement	N/A	N/A
Ground Story Street Facing Transparency Required (%)	Minimum 60% transparency	West Elevation—76.64% North Elevation—75.22% East Elevation—75.08%	Met
Upper Story Street Facing Transparency Required (%)	Minimum 30% transparency	East Elev.—27.70% at 4 th Story, East Elev.—26.85% at 6 th Story	Adm. Dep. Not Met/Future Waiver
Non-Street Façade Transparency	Minimum 15% Transparency	Minimum 24.24%	Met
Blank Wall Limitations (Yes/No)	Yes	None	Met
Principal Entrance Location Required (relative to principal structure)	Primary Street Façade of Building	Met	Met

153.062(O)(5) – Corridor Building Requirements (Building B2)			
Number of Street Façade Entrances Required (per ft of façade)	1 per 75 ft. of façade, minimum	North Elevation—2 Req., 4 Provided	Met
Number of Parking Lot Façade Entrances Required	1 per 100 ft. of façade, minimum	N/A	N/A
Mid-Building Pedestrianways Required (# per ft of façade)	In shopping corridors, required for buildings longer than 250 ft. in length	N/A	Met
Vertical Increments Required (location on principal structure)	No greater than every 45 ft.	No on the South Elevation	Not Met/Future Waiver
Horizontal Façade Divisions Required (per ft of façade)	On buildings 3 stories or taller; within 3 ft. of the top of the ground story. Required at any building step-back	No-Provided at top of 2 nd Story	Waiver (with Condition)
Permitted Primary Materials (types)	Stone, brick, glass	Stone, brick, glass	Met
Minimum Primary Façade Materials	80%	West Elevation—67.21% East Elevation—67.04% North Elevation—61.01% South Elevation—76.15%	Not Met/Future Waiver For West, East, North Admin. Dep. for South
Changes in Roof Plane/Type Required (per ft of façade)	None	N/A	N/A
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet	Met
Tower(s) Permitted (Yes/No)	Yes	N/A	N/A

153.062(O)(5) – Corridor Building Requirements (Building B3)			
Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	Two	Met
Front Property Line Coverage (%)	Min. 75%	94.99% @ Bridge Park	Met
Occupation of Corner Required (Yes/No)	Yes	Yes	Met
Front Required Building Zone Required (range, ft)	0-15 ft.	Min. 7 ft. /Max. 12 ft.	Met
Corner Side RBZ Required (range, ft)	0-15 ft.	West—Min. 4 ft. / Max. 10 ft. East—Min. 0 ft. / Max. 6 ft.	Met

153.062(O)(5) – Corridor Building Requirements (Building B3)			
Side Yard Setback Required (ft)	5 ft.	N/A	N/A
Rear Yard Setback Required (ft)	5 ft.	N/A	N/A
Minimum Lot Width Required (ft)	50 ft.	226 ft.	Met
Maximum Lot Width Required (ft)	None	N/A	N/A
Maximum Impervious Lot Coverage (%)	80%	TBD	TBD
Semi-Pervious Lot Coverage (%)	10%	TBD	TBD
Loading Facility Permitted (location relative to principal structure)	Rear and Side Façades	TBD	SPR
Entry for Parking within Building (relative to principal structure)	Rear & Side Façade; Corner Side Façade on Non-PFS	N/A	N/A
Minimum Building Height Permitted (ft)	3 stories	5 stories	Met
Maximum Building Height Permitted (ft)	6 stories	5 stories	Met
Ground Story Height	12 ft. Minimum 16 ft. Maximum	14 ft. to 22 ft. (Grade Change)	Waiver
Upper Story Height	10 ft. Minimum 14 ft. Maximum	12.67 to 13.33 ft	Met
Minimum Finished Floor Elevation Permitted (ft)	None	N/A	N/A
Minimum Occupied Space Required (ft)	30 ft req. on upper stories facing Streets	No non-occupied space where applicable	Met
Parking within Building	Permitted in rear of first 3 floors and fully in basement	N/A	N/A
Ground Story Street Facing Transparency Required (%)	Minimum 60% transparency	East Elevation—45.63% North Elevation—85.64% West Elevation—70.42%	Not Met/Future Waiver Met Met
Upper Story Street Facing Transparency Required (%)	Minimum 30% transparency	Minimum 37.51%	Met
Non-Street Façade Transparency	Minimum 15% Transparency	South Elevation—9.91% at Ground Story	Not Met/Future Waiver
Blank Wall Limitations (Yes/No)	Yes	South Elevation	Not Met/Future Waiver
Principal Entrance Location Required (relative to principal structure)	Primary Street Façade of Building	Yes	Met

153.062(O)(5) – Corridor Building Requirements (Building B3)			
Number of Street Façade Entrances Required (per ft of façade)	1 per 75 ft. of façade, minimum	East Elevation—2 Req., 2 Provided	Met
Number of Parking Lot Façade Entrances Required	1 per 100 ft. of façade, minimum	N/A	N/A
Mid-Building Pedestrianways Required (# per ft of façade)	In shopping corridors, required for buildings longer than 250 ft. in length	N/A	N/A
Vertical Increments Required (location on principal structure)	No greater than every 45 ft.	No-Portions of All Elevations	Not Met/Future Waiver
Horizontal Façade Divisions Required (per ft of façade)	On buildings 3 stories or taller; within 3 ft. of the top of the ground story. Required at any building step-back	Yes	Met
Permitted Primary Materials (types)	Stone, brick, glass	Brick	Met
Minimum Primary Façade Materials	80%	West Elevation—73.06% East Elevation—78.70% North Elevation—68.40% South Elevation—69.27%	Admin. Dep. for West & East; Not Met/Future Waiver for North & South
Changes in Roof Plane/Type Required (per ft of façade)	None	N/A	N/A
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet	Met
Tower(s) Permitted (Yes/No)	Yes	N/A	N/A

153.062(O)(5) – Corridor Building Requirements (Building B4-West & North Elevations)			
Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	Two	Met
Front Property Line Coverage (%)	Min. 75%	N/A-Frontage on 2 Corner Sides and Rear Side Property Line	N/A
Occupation of Corner Required (Yes/No)	Yes	Yes	Met
Front Required Building Zone Required (range, ft)	0-15 ft.	N/A	N/A

153.062(O)(5) – Corridor Building Requirements (Building B4-West & North Elevations)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Corner Side RBZ Required (range, ft)	0-15 ft.	Min. 0 ft. / Max. 30 ft.	Met
Side Yard Setback Required (ft)	5 ft.	N/A	N/A
Rear Yard Setback Required (ft)	5 ft.	N/A	N/A
Minimum Lot Width Required (ft)	50 ft.	226 ft.	Met
Maximum Lot Width Required (ft)	None	N/A	N/A
Maximum Impervious Lot Coverage (%)	80%	TBD	TBD
Semi-Pervious Lot Coverage (%)	10%	TBD	TBD
Loading Facility Permitted (location relative to principal structure)	Rear and Side Façades	TBD	SPR
Entry for Parking within Building (relative to principal structure)	Rear & Side Façade; Corner Side Façade on Non-PFS	Corner Side Façade on Non-PFS (West Elevation)	Met
Minimum Building Height Permitted (ft)	3 stories	4 stories	Met
Maximum Building Height Permitted (ft)	6 stories	5 stories	Met
Ground Story Height	12 ft. Minimum 16 ft. Maximum	12 ft. minimum	Met
Upper Story Height	10 ft. Minimum 14 ft. Maximum	10.66 ft to 12.50 ft	Met
Minimum Finished Floor Elevation Permitted (ft)	None	N/A	N/A
Minimum Occupied Space Required (ft)	30 ft req. on upper stories facing Streets	Yes	Met
Parking within Building	Permitted in rear of first 3 floors and fully in basement	See Parking Structure Building Type Requirements for B4 East and South Elevations	N/A
Ground Story Street Facing Transparency Required (%)	Minimum 60% transparency	West Elevation—43.94%	Not Met/Future Waiver
Upper Story Street Facing Transparency Required (%)	Minimum 30% transparency	35.06% Minimum	Met
Non-Street Façade Transparency	Minimum 15% Transparency	North Elevation—9.97% at Ground Story	Not Met/Future Waiver
Blank Wall Limitations (Yes/No)	Yes	North Elevation Ground Story	Not Met/Future

153.062(O)(5) – Corridor Building Requirements (Building B4-West & North Elevations)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
			Waiver
Principal Entrance Location Required (relative to principal structure)	Primary Street Façade of Building	Yes	Met
Number of Street Façade Entrances Required (per ft of façade)	1 per 75 ft. of façade, minimum	West Elevation—4 Req., 2 Provided	Not Met/Future Waiver
Number of Parking Lot Façade Entrances Required	1 per 100 ft. of façade, minimum	N/A	N/A
Mid-Building Pedestrianways Required (# per ft of façade)	In shopping corridors, required for buildings longer than 250 ft. in length	N/A	N/A
Vertical Increments Required (location on principal structure)	No greater than every 45 ft.	No—Portions of North and West Elevations	Not Met/Future Waiver
Horizontal Façade Divisions Required (per ft of façade)	On buildings 3 stories or taller; within 3 ft. of the top of the ground story. Required at any building step-back	Met	Met
Permitted Primary Materials (types)	Stone, brick, glass	Brick, Stone, Glass	Met
Minimum Primary Façade Materials	80%	West Elevation—73.08% North Elevation—78.73%	Admin. Departure
Changes in Roof Plane/Type Required (per ft of façade)	None	N/A	N/A
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet	Met
Tower(s) Permitted (Yes/No)	Yes	TBD	N/A

153.062(O)(12) – Parking Structure Requirements (Building B4-East & South Elevations)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	Two	Met
Front Property Line Coverage (%)	Min. 90%	N/A-Frontage on 2 Corner Sides and Rear Side Property Line	N/A

153.062(O)(12) – Parking Structure Requirements (Building B4-East & South Elevations)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Occupation of Corner Required (Yes/No)	Yes	Yes	Met
Front Required Building Zone Required (range, ft)	5-25 ft.	N/A – Frontage on 2 Corner Sides	N/A
Corner Side RBZ Required (range, ft)	5-25 ft.	Min. 0 ft. / Max. 0 ft.	Not Met/Future Waiver
Side Yard Setback Required (ft)	5 ft.	N/A	N/A
Rear Yard Setback Required (ft)	5 ft.	N/A	N/A
Minimum Lot Width Required (ft)	80 ft.	226 ft.	Met
Maximum Lot Width Required (ft)	None	N/A	N/A
Maximum Impervious Lot Coverage (%)	80%	TBD	TBD
Semi-Pervious Lot Coverage (%)	10%	TBD	TBD
Loading Facility Permitted (location relative to principal structure)	Rear and Side Façades	TDB	TBD-SPR
Entry for Parking within Building (relative to principal structure)	Rear & Side Façade; Corner Side Façade on Non-PFS	Rear Façade & Corner Side Façade on Non-PFS	Met
Minimum Building Height Permitted (ft)	3 stories	4 stories	Met
Maximum Building Height Permitted (ft)	6 stories	5 stories	Met
Ground Story Height	8 ft. Minimum 12 ft. Maximum	8 ft. minimum	Waiver
Upper Story Height	8.5 ft. Minimum 12 ft. Maximum	10.66 ft to 12.50 ft	Adm. Dep.
Minimum Finished Floor Elevation Permitted (ft)	None	N/A	N/A
Minimum Occupied Space Required (ft)	20 ft. depth where ground story fronts PFS, Shopping Corridor or Greenway	N/A	N/A
Street Façade Blank Wall Limitations	No open area >30% of story façade shall be windowless on ground story and solid on upper	Met	Met

153.062(O)(12) – Parking Structure Requirements (Building B4-East & South Elevations)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Non-Street Façade Blank Wall Limitations	No rectangular area >30% of story façade shall be solid	N/A	N/A
Principal Pedestrian Entrance Location Required	All Street Façades of Building	East Elevation—None Provided	Not Met/Future Waiver
Number of Street Façade Entrances Required (per ft of façade)	1 per 75 ft. of façade, minimum	South Elevation—3 Req., 1 Provided East Elevation—5 Req., 0 Provided	Not Met/Future Waiver
Number of Parking Lot Façade Entrances Required	1 per 100 ft. of façade, minimum	N/A	N/A
Mid-Building Pedestrianways Required (# per ft of façade)	In shopping corridors, required for buildings longer than 250 ft. in length	N/A	N/A
Vertical Increments Required (location on principal structure)	No greater than every 30 ft.	Portions of East and South Elevations	Not Met/Future Waiver
Horizontal Façade Divisions Required (per ft of façade)	Required within 3 feet of top of ground story	None	Not Met/Future Waiver
Permitted Primary Materials (types)	Stone, brick, glass	Brick, Stone	Met
Minimum Primary Façade Materials	80%	East Elevation—33.77% South Elevation—38.87%	Not Met/Future Waiver
Changes in Roof Plane/Type Required (per ft of façade)	None	N/A	N/A
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet	Met
Tower(s) Permitted (Yes/No)	Yes-on facades at terminal vistas, corners of two PFS, and/or adjacent to open space type	One tower provided at SE corner of building. Does not satisfy location criteria.	Not Met/Future Waiver

153.062(O)(6) – Mixed Use Building Requirements (Building C1)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
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153.062(O)(6) – Mixed Use Building Requirements (Building C1)			
Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	Two	Met
Front Property Line Coverage (%)	Min. 95%	63.32% (w/ C2) at Riverside Drive	Waiver
Occupation of Corner Required (Yes/No)	Yes	Yes	Met
Front Required Building Zone Required (range, ft)	0-10 ft., w/ up to 25% of front façade permitted between 10-20 ft.	Min. 6 ft. /Max. 15 ft.	Met
Corner Side RBZ Required (range, ft)	0-10 ft.	Min. 3 ft. / Max. 8 ft.	Met
Side Yard Setback Required (ft)	0 ft.	N/A	N/A
Rear Yard Setback Required (ft)	5 ft.	N/A	N/A
Minimum Lot Width Required (ft)	50 ft.	451 ft.	Met
Maximum Lot Width Required (ft)	None	N/A	N/A
Maximum Impervious Lot Coverage (%)	85%	TBD	TBD
Semi-Pervious Lot Coverage (%)	10%	TBD	TBD
Loading Facility Permitted (location relative to principal structure)	Rear Façades	TDB	TBD-SPR
Entry for Parking within Building (relative to principal structure)	Rear & Side Façade; Corner Side Façade on Non-PFS	N/A	N/A
Minimum Building Height Permitted (ft)	2 stories	5 stories	Met
Maximum Building Height Permitted (ft)	5 stories	5 stories	Met
Ground Story Height	16 ft. Minimum 24 ft. Maximum	20 ft.	Met
Upper Story Height	10 ft. Minimum 14 ft. Maximum	10.66 ft. Min to 13.13 ft. Max	Met
Parking within Building Permitted	In rear of all floors and fully in any basement	N/A	N
Ground Story Street Facing Transparency Required (%)	Storefront w/ Min. 70%; otherwise 65% transparency	West Elevation—73.84% North Elevation—40.75% East Elevation—70.20%	Met Not Met/Future Waiver (North)

153.062(O)(6) – Mixed Use Building Requirements (Building C1)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
			Met
Upper Story Street Facing Transparency Required (%)	Minimum 30% transparency	West Elev.—26.28% at 5 th Story North Elev.—18.48% to 24.36% at 2 nd thru 6 th Story East Elev.—19.84% to 24.44% at 2 nd thru 6 th Story	Not Met/Future Waiver
Non-Street Façade Transparency	Minimum 15% Transparency	South Elevation—11.83% at Ground Story	Not Met/Future Waiver
Blank Wall Limitations (Yes/No)	Yes	South Elevation	Not Met/Future Waiver
Principal Entrance Location Required (relative to principal structure)	Principal Frontage Street Façade of Building	Yes	Met
Number of Street Façade Entrances Required (per ft of façade)	1 per 75 ft. of façade, minimum	North Elevation—2 Req., 1 Provided	Not Met/Future Waiver
Number of Parking Lot Façade Entrances Required	Minimum of 1	N/A	N/A
Mid-Building Pedestrianways Required (# per ft of façade)	In shopping corridors, required for buildings longer than 250 ft. in length	N/A	N/A
Vertical Increments Required (location on principal structure)	No greater than every 45 ft.	Portions of West, East and North Elevation	Not Met/Future Waiver
Horizontal Façade Divisions Required (per ft of façade)	On buildings 3 stories or taller; within 3 ft. of the top of the ground story. Required at any building step-back	Met	Met
Permitted Primary Materials (types)	Stone, brick, glass	Brick, Stone, Glass	Met
Minimum Primary Façade Materials	80%	West Elevation—58.85% East Elevation—60.76% North Elevation—44.45% South Elevation—64.80%	Not Met/Future Waiver
Changes in Roof Plane/Type Required (per ft of façade)	No greater than every 80 ft.	52.25' Max.	Met
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet	Met

153.062(O)(6) – Mixed Use Building Requirements (Building C1)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Tower(s) Permitted (Yes/No)	Yes, only on facades at terminal vistas, corners at 2 PFS, and/or adjacent to an Open Space type and/or w/ a Civic Use	N/A	N/A

153.062(O)(5) – Corridor Building Requirements (Building C2)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	Two	Met
Front Property Line Coverage (%)	Min. 75%	Riverside—63.32% (w/ C1) Bridge Park—73.46%	Waiver Admin. Dep.
Occupation of Corner Required (Yes/No)	Yes	SE Corner—Yes SW Corner—No, Private Patio not Public Open Space	Met (SE) Not Met/Future Waiver (SW)
Front Required Building Zone Required (range, ft)	0-15 ft.	West—Min. 5 ft./Max. 25 ft. South—13 ft.	Met
Corner Side RBZ Required (range, ft)	0-15 ft.	East—5 ft.	Met
Side Yard Setback Required (ft)	5 ft.	N/A	N/A
Rear Yard Setback Required (ft)	5 ft.	N/A	N/A
Minimum Lot Width Required (ft)	50 ft.	451 ft.	
Maximum Lot Width Required (ft)	None	N/A	N/A
Maximum Impervious Lot Coverage (%)	80%	TBD	TBD
Semi-Pervious Lot Coverage (%)	10%	TBD	TBD
Loading Facility Permitted (location relative to principal structure)	Rear and Side Façades	TBD	TBD-SPR
Entry for Parking within Building (relative to principal structure)	Rear & Side Façade; Corner Side Façade on Non-PFS	N/A	N/A
Minimum Building Height Permitted (ft)	3 stories	6 stories	Met
Maximum Building Height Permitted	6 stories	6 stories	Met

153.062(O)(5) – Corridor Building Requirements (Building C2)			
Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
(ft)			
Ground Story Height	12 ft. Minimum 16 ft. Maximum	16 ft.	Met
Upper Story Height	10 ft. Minimum 14 ft. Maximum	13.33 ft to 15.01 ft.	Adm. Dep.
Minimum Finished Floor Elevation Permitted (ft)	None	N/A	N/A
Minimum Occupied Space Required (ft)	None based on Neighborhood Standard	N/A	N/A
Parking within Building Permitted	In rear of all floors and fully in any basement	N/A	N/A
Ground Story Street Facing Transparency Required (%)	Minimum 60% transparency	West Elevation—83.49% South Elevation—81.54% East Elevation—84.43%	Met
Upper Story Street Facing Transparency Required (%)	Minimum 30% transparency	Minimum 35.06%	Met
Non-Street Façade Transparency	Minimum 15% Transparency	Minimum 30.02%	Met
Blank Wall Limitations (Yes/No)	Yes	None	Met
Principal Entrance Location Required (relative to principal structure)	Primary Street Façade of Building	Yes	Met
Number of Street Façade Entrances Required (per ft of façade)	1 per 75 ft. of façade, minimum	South Elevation—2 Req., 1 Provided	Not Met/Future Waiver
Number of Parking Lot Façade Entrances Required	1 per 100 ft. of façade, minimum	N/A	N/A
Mid-Building Pedestrianways Required (# per ft of façade)	In shopping corridors, required for buildings longer than 250 ft. in length	N/A	N/A
Vertical Increments Required (location on principal structure)	No greater than every 45 ft.	None > 45 ft.	Met
Horizontal Façade Divisions Required (per ft of façade)	On buildings 3 stories or taller; within 3 ft. of the top of the ground story. Required at any building step-back	Yes	Met
Permitted Primary Materials (types)	Stone, brick, glass	Brick, Glass	Met

153.062(O)(5) – Corridor Building Requirements (Building C2)			
Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Minimum Primary Façade Materials	80%	West Elevation—69.32% East Elevation—68.47% North Elevation—65.67% South Elevation—67.97%	Not Met/Future Waiver
Changes in Roof Plane/Type Required (per ft of facade)	None	N/A	N/A
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Flat	Met
Tower(s) Permitted (Yes/No)	Yes, at facades only at terminal vistas, corners at two PFS, and/or adjacent to an Open Space type	Yes, provided at terminal vista/corner of two Principal Frontage Streets	Met

153.062(O)(6) – Corridor Building Requirements (Building C3)			
Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	Two	Met
Front Property Line Coverage (%)	Min. 75%	94.99%	Met
Occupation of Corner Required (Yes/No)	Yes	Yes	Met
Front Required Building Zone Required (range, ft)	0-15 ft.	Min. 2 ft./Max. 15 ft.	Met
Corner Side RBZ Required (range, ft)	0-15 ft.	West—Min. 0 ft. / Max. 5 ft. East—0 ft.	Met
Side Yard Setback Required (ft)	5 ft.	N/A	N/A
Rear Yard Setback Required (ft)	5 ft.	N/A	N/A
Minimum Lot Width Required (ft)	50 ft.	225 ft.	Met
Maximum Lot Width Required (ft)	None	N/A	N/A
Maximum Impervious Lot Coverage (%)	85%	TBD	TBD
Semi-Pervious Lot Coverage (%)	10%	TBD	TBD
Loading Facility Permitted (location relative to principal structure)	Rear Façades	TDB	TBD-SPR
Entry for Parking within Building (relative to principal structure)	Rear & Side Façade; Corner Side Façade on Non-PFS	N/A	N/A
Minimum Building Height Permitted	3 stories	5 stories	Met

153.062(O)(6) – Corridor Building Requirements (Building C3)			
Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
(ft)			
Maximum Building Height Permitted (ft)	6 stories	5 stories	Met
Ground Story Height	12 ft. Minimum 16 ft. Maximum	14 ft. Minimum 21 ft. Maximum	Waiver
Upper Story Height	10 ft. Minimum 14 ft. Maximum	10.66 ft. Minimum 12.67 ft. Maximum	Met
Parking within Building Permitted	In rear of all floors and fully in any basement	N/A	N/A
Ground Story Street Facing Transparency Required (%)	Minimum 60% transparency	West Elevation—65.88% South Elevation—67.09% East Elevation—67.85%	Met
Upper Story Street Facing Transparency Required (%)	Minimum 30% transparency	West—26.54% @ 5th Story East—25.52% @ 5 th Story South—29.19% @ 5 th Story	Not Met/Future Waiver (West & East) Admin. Dep. (South)
Non-Street Façade Transparency	Minimum 15% Transparency	Minimum 25.22%	Met
Blank Wall Limitations (Yes/No)	Yes	None	Met
Principal Entrance Location Required (relative to principal structure)	Principal Frontage Street Façade of Building	Yes	Met
Number of Street Façade Entrances Required (per ft of façade)	1 per 75 ft. of façade, minimum	South Elev.—3 Required, 4 Provided East Elev.—2 Required, 1 Provided	Not Met/Future Waiver (East)
Number of Parking Lot Façade Entrances Required	Minimum of 1	N/A	N/A
Mid-Building Pedestrianways Required (# per ft of façade)	In shopping corridors, required for buildings longer than 250 ft. in length	N/A	N/A
Vertical Increments Required (location on principal structure)	No greater than every 45 ft.	Portions of South, East and North Elevations greater than 45 ft.	Not Met/Future Waiver

153.062(O)(6) – Corridor Building Requirements (Building C3)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Horizontal Facade Divisions Required (per ft of facade)	On buildings 3 stories or taller; within 3 ft. of the top of the ground story. Required at any building step-back	Provided at top of 2 nd Story, typically on all elevations	Waiver (with Condition)
Permitted Primary Materials (types)	Stone, brick, glass	Brick, Glass	Met
Minimum Primary Façade Materials	80%	West Elevation—57.40% East Elevation—74.13% North Elevation—92.11% South Elevation—80.32%	Not Met/Future Waiver (West) Admin. Dep. (East) Met (North & South)
Changes in Roof Plane/Type Required (per ft of facade)	No greater than every 80 ft.	N/A	N/A
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet	Met
Tower(s) Permitted (Yes/No)	Yes, only on facades at terminal vistas, corners at 2 PFS, and/or adjacent to an Open Space type and/or w/ a Civic Use	N/A	N/A

153.062(O)(5) – Corridor Building Requirements (Building C4-East & South Elevations)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	Two	Met
Front Property Line Coverage (%)	Min. 75%	N/A-Frontage on 2 Corner Sides and Rear Side Property Line	N/A
Occupation of Corner Required (Yes/No)	Yes	Yes	Met
Front Required Building Zone Required (range, ft)	0-15 ft.	N/A	N/A
Corner Side RBZ Required (range, ft)	0-15 ft.	Min. 0 ft. / Max. 10 ft.	Met
Side Yard Setback Required (ft)	5 ft.	N/A	N/A

153.062(O)(5) – Corridor Building Requirements (Building C4-East & South Elevations)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Rear Yard Setback Required (ft)	5 ft.	N/A	N/A
Minimum Lot Width Required (ft)	50 ft.	225 ft.	Met
Maximum Lot Width Required (ft)	None	N/A	N/A
Maximum Impervious Lot Coverage (%)	80%	TBD	TBD
Semi-Pervious Lot Coverage (%)	10%	TBD	TBD
Loading Facility Permitted (location relative to principal structure)	Rear and Side Façades	TBD	SPR
Entry for Parking within Building (relative to principal structure)	Rear & Side Façade; Corner Side Façade on Non-PFS	Corner Side Façade on Non-PFS (East Elevation)	Met
Minimum Building Height Permitted (ft)	3 stories	5 stories	Met
Maximum Building Height Permitted (ft)	6 stories	6 stories	Met
Ground Story Height	12 ft. Minimum 16 ft. Maximum	Varies to 12.00 ft. (Grade Changes)	Met
Upper Story Height	10 ft. Minimum 14 ft. Maximum	10.66 ft to 12.67 ft	Met
Minimum Finished Floor Elevation Permitted (ft)	None	N/A	N/A
Minimum Occupied Space Required (ft)	30 ft req. on upper stories facing Streets	Yes	Met
Parking within Building	Permitted in rear of first 3 floors and fully in basement	See Parking Structure Building Type Requirements for C4 West and North Elevations	N/A
Ground Story Street Facing Transparency Required (%)	Minimum 60% transparency	East Elevation—53.36%	Not Met/Future Waiver
Upper Story Street Facing Transparency Required (%)	Minimum 30% transparency	East Elevation—29.31% at 2 nd Story East Elevation—29.88% at 5 th Story	Admin. Dep.
Non-Street Façade Transparency	Minimum 15% Transparency	South Elevation—8.09% at Ground Story	Not Met/Future Waiver
Blank Wall Limitations (Yes/No)	Yes	South Elevation Ground Story	Not Met/Future Waiver

153.062(O)(5) – Corridor Building Requirements (Building C4-East & South Elevations)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Principal Entrance Location Required (relative to principal structure)	Primary Street Façade of Building	Yes	Met
Number of Street Façade Entrances Required (per ft of façade)	1 per 75 ft. of façade, minimum	East Elevation—5 Req., 3 Provided	Not Met/Future Waiver
Number of Parking Lot Façade Entrances Required	1 per 100 ft. of façade, minimum	N/A	N/A
Mid-Building Pedestrianways Required (# per ft of façade)	In shopping corridors, required for buildings longer than 250 ft. in length	N/A	N/A
Vertical Increments Required (location on principal structure)	No greater than every 45 ft.	No—Portions of South Elevations	Not Met/Future Waiver
Horizontal Façade Divisions Required (per ft of façade)	On buildings 3 stories or taller; within 3 ft. of the top of the ground story. Required at any building step-back	No—Portions at 2 nd Story on South and East Elevations	Not Met/Future Waiver
Permitted Primary Materials (types)	Stone, brick, glass	Brick, Stone, Glass	Met
Minimum Primary Façade Materials	80%	East Elevation—74.58% South Elevation—67.30%	Admin. Dep. (East) Not Met/ Future Waiver (South)
Changes in Roof Plane/Type Required (per ft of façade)	None	N/A	N/A
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet	Met
Tower(s) Permitted (Yes/No)	Yes	TBD	N/A

153.062(O)(12) – Parking Structure Requirements (Building C4-West & North Elev.)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Number of Principal Buildings Permitted (per Lot)	Multiple Permitted	Two	Met
Front Property Line Coverage (%)	Min. 90%	N/A-Frontage on 2 Corner Sides and	N/A

153.062(O)(12) – Parking Structure Requirements (Building C4-West & North Elev.)

Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
		Rear Side Property Line	
Occupation of Corner Required (Yes/No)	Yes	Yes	Met
Front Required Building Zone Required (range, ft)	5-25 ft.	N/A – 2 Corner Side Property Lines	N/A
Corner Side RBZ Required (range, ft)	5-25 ft.	Min. 0 ft. / Max. 10 ft.	Not Met/Future Waiver
Side Yard Setback Required (ft)	5 ft.	N/A	N/A
Rear Yard Setback Required (ft)	5 ft.	N/A	N/A
Minimum Lot Width Required (ft)	80 ft.	225 ft.	Met
Maximum Lot Width Required (ft)	None	N/A	N/A
Maximum Impervious Lot Coverage (%)	80%	TBD	TBD
Semi-Pervious Lot Coverage (%)	10%	TBD	TBD
Loading Facility Permitted (location relative to principal structure)	Rear and Side Façades	TDB	TBD-SPR
Entry for Parking within Building (relative to principal structure)	Rear & Side Façade; Corner Side Façade on Non-PFS	Rear Façade & Corner Side Façade on Non-PFS	Met
Minimum Building Height Permitted (ft)	3 stories	6 stories	Met
Maximum Building Height Permitted (ft)	6 stories	6 stories	Met
Ground Story Height	8 ft. Minimum 12 ft. Maximum	8 ft. min.	Met
Upper Story Height	8.5 ft. Minimum 12 ft. Maximum	10.66 ft to 12.67 ft	Adm. Dep.
Minimum Finished Floor Elevation Permitted (ft)	None	N/A	N/A
Minimum Occupied Space Required (ft)	20 ft. depth where ground story fronts PFS, Shopping Corridor or Greenway	N/A	N/A
Street Façade Blank Wall Limitations	No open area >30% of story façade shall be windowless on ground story and solid on upper	Met	Met

153.062(O)(12) – Parking Structure Requirements (Building C4-West & North Elev.)			
Building Type Requirements	Code Requirement	Provided	Met, N/A, Adm. Dep., Waiver, Other
Non-Street Façade Blank Wall Limitations	No rectangular area >30% of story façade shall be solid	N/A	N/A
Principal Pedestrian Entrance Location Required	All Street Façades of Building	Yes	Met
Number of Street Façade Entrances Required (per ft of façade)	1 per 75 ft. of façade, minimum	West Elevation—5 Req., 1 Provided North Elevation—3 Req., 2 Provided	Not Met/Future Waiver
Number of Parking Lot Façade Entrances Required	1 per 100 ft. of façade, minimum	N/A	N/A
Mid-Building Pedestrianways Required (# per ft of façade)	In shopping corridors, required for buildings longer than 250 ft. in length	N/A	N/A
Vertical Increments Required (location on principal structure)	No greater than every 30 ft.	None >30 ft.	Met
Horizontal Façade Divisions Required (per ft of façade)	Required within 3 feet of top of ground story	No—Portions at 2 nd Story on West and North Elevations	Not Met/Future Waiver
Permitted Primary Materials (types)	Stone, brick, glass	Brick, Stone, Glass	Met
Minimum Primary Façade Materials	80%	West Elevation—67.19% North Elevation—68.80%	Not Met/Future Waiver
Changes in Roof Plane/Type Required (per ft of façade)	None	N/A	N/A
Roof Type(s) Permitted (types)	Parapet, Pitched, Flat	Parapet	Met
Tower(s) Permitted (Yes/No)	Yes-on façades at terminal vistas, corners of two PFS, and/or adjacent to open space type	One tower provided at NW corner of building. Does not satisfy location criteria.	Not Met/Future Waiver

153.064 – Open Space Types		
Code Section	Requirement	Met/Notes
(A)	Intent and Purpose	Met. The proposed open spaces ensure that a variety of functional, well-designed open spaces are carefully distributed throughout the site and are located and planned (at this preliminary stage) to enhance the quality of life for residents, businesses, and visitors.

153.064 – Open Space Types

Code Section	Requirement	Met/Notes						
(B)	Applicability	Met. The proposed open spaces generally conform to at least one of the permitted open space types.						
(C)	Provision of Open Space	<p>Met/SPR. 200 sq. ft. of publicly accessible open space is required for each dwelling unit, and 1 sq. ft. of publicly accessible open space per 50 sq. ft. of commercial space is required, located within 660 feet of the main entrances of dwelling unit or commercial space. Where three or more open spaces are proposed, at least two different types must be provided.</p> <p>With 372 dwelling units and 260,000 sq. ft. of commercial space proposed as part of phase one (Lots 2, 3, 4, 5), 1.83 acres of open space are required. The applicant is also proposing 11 different open spaces on Lots 2-5 and is proposing to count a portion of the future riverside park acreage as open space to serve the development. The proposed open spaces include pocket parks, pocket plazas, and (neighborhood) park. All open spaces are sited within 660 feet of the main entrance to the proposed buildings.</p>						
(D)	Suitability of Open Spaces	SPR. The suitability of the proposed open spaces will be based on the design and intent for each designated space, which will be included with the Site Plan Review.						
(E)	Fee-in-Lieu of Open Space	<p>Met with Condition. Existing open spaces may be used to meet the area requirements for open space for an individual development, provided the applicant adds to the existing open space, creates a new open space, or pays a fee in lieu of providing the open space.</p> <p>The applicant is proposing to count 1.31 acres of frontage along the new riverfront park to count toward meeting the open space requirement. Approval of a fee-in-lieu of open space dedication will need to be approved to count this acreage toward meeting the minimum requirement.</p>						
(F), (G)	Open Space Types & General Requirements	<p>Met with Condition/SPR. The following is a preliminary analysis of each open space based primarily on the conceptual dimensions; however, additional information will be needed at the Site Plan Review to confirm all dimensional and design requirements are met. Three of the proposed open spaces do not meet the requirements, and will either need to be modified to meet the requirement, or seek a Waiver at Site Plan Review.</p> <table border="1" data-bbox="537 1598 1529 1978"> <tbody> <tr> <td data-bbox="537 1598 618 1751">1</td> <td data-bbox="618 1598 1529 1751">Pocket Plaza – 2,631 sq. ft. within an inset in Building B1 (near Banker Drive and Riverside Drive). Exceeds 1,200 sq. ft. maximum area. This open space will need to be modified, or a future Waiver will be required at the Site Plan Review.</td> </tr> <tr> <td data-bbox="537 1751 618 1904">2</td> <td data-bbox="618 1751 1529 1904">Pocket Park – 2,911 sq. ft.; mid-block pedestrianway between buildings B1 and B2 between Riverside Drive and Longshore Street. Exceeds 1,200 sq. ft. maximum area. This open space will need to be modified, or a future Waiver will be required at the Site Plan Review.</td> </tr> <tr> <td data-bbox="537 1904 618 1978">3</td> <td data-bbox="618 1904 1529 1978">Pocket Plaza – 232 sq. ft. space along Bridge Park Avenue on the north side of building B2. Less than 300 sq. ft. minimum size for Pocket Plazas.</td> </tr> </tbody> </table>	1	Pocket Plaza – 2,631 sq. ft. within an inset in Building B1 (near Banker Drive and Riverside Drive). Exceeds 1,200 sq. ft. maximum area. This open space will need to be modified, or a future Waiver will be required at the Site Plan Review.	2	Pocket Park – 2,911 sq. ft.; mid-block pedestrianway between buildings B1 and B2 between Riverside Drive and Longshore Street. Exceeds 1,200 sq. ft. maximum area. This open space will need to be modified, or a future Waiver will be required at the Site Plan Review.	3	Pocket Plaza – 232 sq. ft. space along Bridge Park Avenue on the north side of building B2. Less than 300 sq. ft. minimum size for Pocket Plazas.
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3	Pocket Plaza – 232 sq. ft. space along Bridge Park Avenue on the north side of building B2. Less than 300 sq. ft. minimum size for Pocket Plazas.							

153.064 – Open Space Types		
Code Section	Requirement	Met/Notes
		This open space will need to be modified, or a future Waiver will be required at the Site Plan Review.
		4 Pocket Park – 8,559 sq. ft. (0.2-acre); mid-block pedestrianway between buildings B3 and B4 between Longshore Street and Mooney Street. Met.
		5 Pocket Plaza – 583 sq. ft. space along Bridge Park Avenue on the south side of building C2. Met.
		6 Pocket Plaza – 378 sq. ft. space along Riverside Drive on the west side of building C2. Met.
		7 Pocket Plaza – 305 sq. ft. space along Riverside Drive on the west side of building C2. Met.
		8 Pocket Park – 5,141 sq. ft. (0.12-acre); mid-block pedestrianway between buildings C1 and C2. Met.
		9 Pocket Plaza – 380 sq. ft. space along Riverside Drive on the west side of building C1. Met.
		10 Pocket Park – 8,874 sq. ft. (0.20-acre); mid-block pedestrianway between buildings C3 and C4. Met.
		11 Park – 1.31 acres (55-foot wide strip running approximately 1,037 feet along the Riverside Drive frontage across from Lots 2 and 3). The area shown on the plans is simply a diagram for calculation purposes and is not proposed to be a designated, delineated space within the park. The park will be improved as part of the City's riverfront park project. Met with condition.

153.065(B) – Site Development Standards – Parking and Loading		
Code Section	Requirement	Met/Notes
(1)(b)	Parking Location	Met. Provided on-site within parking structures and on-street.
(2)	Required Vehicle Parking	Met/SPR. Based on the preliminarily identified mix of principal uses, a minimum of 1,850 parking spaces are required (up to a maximum of 2,486 spaces). A total of 1,868 parking spaces are provided, meeting the minimum requirement. The required parking is evenly distributed throughout the site area (Lots 2-5) within parking structures on Lots 3 and 5, and on-street parking. Final parking counts will be verified at the Site Plan Review.
	Dwelling, Multiple-Family	372 dwelling units (231 studio and one bedroom units, 112 two bedroom units, and 29 three bedroom units) requiring a min. 457 parking spaces and a max. 744 parking spaces.
	Office/Retail	172,685 square feet requiring a min. 519 parking spaces and a max. 649 parking spaces (at 3 parking spaces per 1,000 sq. ft.)
	Eating & Drinking	87,315 square feet requiring a min. 874 parking spaces and a max. 1,093 parking spaces (at 10 parking spaces per 1,000 sq. ft.)

153.065(B) – Site Development Standards – Parking and Loading		
Code Section	Requirement	Met/Notes
(3)	Required Bicycle Parking	Met/SPR. A total of 186 bicycle parking spaces are required for the residential uses (one space for every 2 dwelling units), and based on 1,393 commercial parking spaces provided, 140 bicycle parking spaces are required (one space for every 10 required vehicular spaces for commercial uses), for a total bicycle parking space requirement of 326 spaces. The plans show that 326 bicycle parking spaces are provided throughout the site. Final bicycle parking counts and proposed facilities will be verified at the Site Plan Review.
(4)	Off-Street Parking Space and Aisle Dimensions	Met. The proposed off-street parking spaces and aisles within the parking structures meet the requirements of Figure 153.065-A and Table 153.065-B.
(5)	Parking Structure Design	<p>Met. <i>Overall Number of Entrance/Exit Lanes:</i> Building B4 (851 Spaces) provides 3 Entrance Lanes (1:300 spaces) and 5 Exit Lanes (1:200 spaces). Building C4 (859 Spaces) provides 3 Entrance Lanes (1:300 spaces) and 5 Exit Lanes (1:200 spaces).</p> <p>Met with Condition/Future Waiver. <i>Entrance/Exit Lane Width:</i> Two Entrance/Exits at Buildings B4 and C4 exceed the 24 foot maximum width. The garage will need to be modified to reduce the width of the driveway, or seek a Waiver at the Site Plan Review.</p> <p>Met. <i>No Entrance/Exit Lanes on PFS:</i> None proposed.</p> <p>Met. <i>Number of Entrances along Frontage:</i> One entrance is permitted for each 200 feet of frontage. Two entrances are located on the east façade of B4, which has ±300 feet of frontage along Mooney Street.</p> <p>SPR. <i>Stacking Spaces:</i> Location of entry gates is needed to determine if adequate stacking space has been provided. Two, 20 foot long stacking spaces shall be provided between the entry gate and the street, and may not encroach sidewalk or public ROW.</p> <p>Met. <i>Interior Circulation, Aisle Length:</i> Maximum parking structure aisle lengths are met (none exceed 400 feet).</p> <p>SPR. <i>Interior Circulation, Ceiling Clearance:</i> Additional information is needed to determine ceiling clearance.</p> <p>Met. <i>Pedestrian Safety, Stairwell Visibility:</i> Stairwells have been located at the perimeter of the structures and architecturally treated for visibility from outside of the structures.</p> <p>Met. <i>Pedestrian Safety, Pedestrian Circulation:</i> All parking spaces on both B4 and C4 are located within 200 feet of a stairwell and within 300 feet of an elevator.</p> <p>SPR. <i>Pedestrian Safety, Surveillance:</i> Additional information is necessary and will be verified at Site Plan Review.</p>
(6)	Surface Parking Lot and Loading Area Design and Construction	N/A. No surface parking areas.

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

Code Section	Requirement	Met/Notes
(7)	Required Loading Spaces	SPR. Loading areas shall be identified and evaluated as part of the Site Plan Review.

153.065(C) – Site Development Standards – Stormwater Management

Code Section	Requirement	Met/Notes
153.065(C)	Stormwater Management	SPR. Insufficient details have been provided for Stormwater Management.

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

Code Section	Requirement	Met/Notes
(2)	General Landscaping and Tree Preservation Req.	SPR. <i>Landscape Beds:</i> Landscape design details to be reviewed as part of the Site Plan Review.
		SPR. <i>Irrigation systems, Site Visibility Triangles, Use of a Landscape Architect to Prepare Plans:</i> Details to be reviewed as part of the Site Plan Review.
(3)	Street Trees	SPR. <i>Spacing and Location:</i> Details to be reviewed as part of the Site Plan Review.
		SPR. <i>Planting Details:</i> Details to be reviewed as part of the Site Plan Review.
(4)	Perimeter Landscape Buffering	N/A.
(5)	Surface Parking and Circulation Area Landscaping	N/A.
(6)	Required Building Zone (RBZ) Treatment	SPR. Cross-referenced with 153.065(I), Walkability Standards, below.
(7)	Foundation Planting	SPR. Additional landscape details will be required at Site Plan Review.
(8)-(11)	Tree Preservation and Replacement	Met. The tree survey includes a table listing all trees to be removed and their conditions and shows 136 trees, or 1,617 inches, to be removed. Code Section 153.065(D)(9)(b) provides for exemptions to tree replacements requirements when trees were required as part of a previously approved development plan, where structures are located where required by the Zoning Code and for the provision of utilities. No replacements are proposed or required.

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

Code Section	Requirement	Met/Notes
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153.065(E) – Site Development Standards – Fencing, Walls, and Screening		
Code Section	Requirement	Met/Notes
(1)	Fence and Wall Standards	SPR. Screening details will be required at Site Plan Review.
(3)	Screening	SPR. All waste containers are proposed to be centralized and maintained in storage areas internal to the parking structures. Additional information will be reviewed with the Site Plan.

153.065(F) – Site Development Standards – Exterior Lighting		
Code Section	Requirement	Met/Notes
(3)	Exemptions	SPR. No information provided. Details and lighting plan to be reviewed as part of the Site Plan Review.
(4)	Fixture Power and Efficiency	SPR. Fixtures to be reviewed as part of the Site Plan Review.
(5)-(8)	Shielding, Lighting Uniformity/Trespass , Light Poles	SPR. Lighting plan to be reviewed as part of the Site Plan Review.
(9)-(10)	Wall & Canopy Lighting	SPR. To be reviewed as part of the Site Plan Review.

153.065(G) – Site Development Standards – Utility Underground		
Code Section	Requirement	Met/Notes
(G)	Utility Undergrounding	SPR. All proposed utilities will be installed underground.

153.065(H) – Site Development Standards – Signs		
Code Section	Requirement	Met/Notes
(H)	Signs	SPR/Master Sign Plan Review. No sign information has been provided at this time. Conceptual sign locations have been shown on some of the elevations, although detailed information will be required at the Site Plan Review. Master Sign Plan(s) will also be required as part of this project.

153.065(I) – Site Development Standards – Walkability Standards		
Code Section	Requirement	Met/Notes

(1)	Intent & Purpose	Met with Conditions/SPR. The proposed Bridge Park mixed-use development will promote the Principles of Walkable Urbanism and provide for pedestrian connectivity, safety, and comfortable walking and sitting environments through the modifications or required Waivers noted below. Additional details will be provided and reviewed at the Site Plan Review.
(2)(a)	Connectivity: Mid-Block Pedestrianways	Not Met – Site Plan Waiver Required/SPR. Mid-block pedestrianways are required on all blocks exceeding 400 feet in length. All four of the lots included with the Basic Site Plan (Lots 2-5) exceed 400 feet and provide mid-block pedestrianways that terminate at public rights-of-way and each meet the minimum width requirements; however for Lots 3 and 5, they are not located in the middle third of these blocks. Additional pedestrianway design details will be reviewed as part of the Site Plan Review.
(2)(b)	Connectivity: Mid-Building Pedestrianways	N/A. Not required based on the lengths of each of the proposed building types.
(3)(a)	Safety: Crosswalks	Met with Condition/DPR/SPR. The plans show crosswalks at each of the main intersections and generally aligned with the mid-block pedestrianways. The plans should be revised to include a crosswalk at the intersection of Bridge Park Avenue and Longshore Street. Additional details will be confirmed with the Development Plan and Site Plan Reviews.
(3)(b)	Safety: Pedestrian Circulation Plans	N/A. Not required – no surface parking areas.
(4)(a)	Comfort & Convenience: RBZ Treatment	SPR. Required Building Zone treatment has not been identified on the plans. The proposed RBZ treatment for each building will be reviewed at the Site Plan Review.
(4)(b)	Comfort & Convenience: Building Entrances	Met with Condition/Future Waivers. While some of the required entrances are provided, all eight buildings are deficient in the total number of required building entrances. The buildings should be modified prior to the Site Plan Review, or Site Plan Waivers will be required.
(4)(c)	Comfort & Convenience: Seating Areas	SPR. Additional information about the designs of each of the proposed open spaces will be reviewed at the Site Plan Review, at which point the seating requirements will be verified.

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.

REVIEW CRITERIA

Review Criteria for Development Plans

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

- (a) The Development Plan shall be substantially similar to the approved Basic Development Plan;
- (b) The lots and blocks proposed are consistent with the requirements of §153.060;
- (c) The application is consistent with the general pattern of street development conceptualized by the BSC Street Network as shown in §153.061, and the expected traffic from the development can be accommodated on existing or proposed streets consistent with that system;
- (d) The proposed street types are consistent with the principles of walkable urbanism as described in §§153.057 and 153.058 and are designed to coordinate with the scale, intensity and character of development planned on adjacent lots and blocks;
- (e) The proposed buildings and open spaces are appropriately sited and consistent with the requirements of §§153.062 and 153.064;
- (f) The application is consistent with the requirements of §153.063, Neighborhood Standards, if applicable;
- (g) If the development is to be implemented in phases, each phase is able to be considered independently, without the need for further phased improvements;
- (h) The application demonstrates consistency with the five Bridge Street District Vision Principles, Community Plan and other related policy documents adopted by the City; and
- (i) The application provides adequate and efficient infrastructure to serve the proposed development, consistent with the City's most recently adopted Capital Improvements Program.

Review Criteria for Site Plans

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

- (a) The Site Plan Review shall be substantially similar to the approved Basic Site Plan.
- (b) If a Development Plan has been approved that includes the property, the application is consistent with the Development Plan;
- (c) The application meets all applicable requirements of §153.059 and §§153.062 through 153.065 except as may be authorized by Administrative Departure(s) or Waiver(s) pursuant to §153.066(H) and §153.066(I), respectively;
- (d) The internal circulation system and driveways provide safe and efficient access for residents, occupants, visitors, emergency vehicles, bicycles, and pedestrians;
- (e) The relationship of buildings and structures to each other and to other facilities provides for the coordination and integration of the development within the surrounding area and the larger community and maintains the image of Dublin as a high quality community with a commitment to exemplary planning and design;

- (f) The application is consistent with the requirements for types, distribution, and suitability of open space in §153.064 and the site design incorporates natural features and site topography to the maximum extent practicable;
- (g) The scale and design of the proposed development allows the adequate provision of services currently furnished by or that may be required by the City or other public agency including, but not limited to, fire and police protection, public water and sanitary sewage services, recreational activities, traffic control, waste management, and administrative services;
- (h) Stormwater management systems and facilities will not cause alterations that could increase flooding or water pollution on or off the site, and removal of surface waters will not adversely affect neighboring properties;
- (i) If the development is to be implemented in phases, each phase is able to be considered independently, without the need for further phased improvements; and
- (j) The application demonstrates consistency with commonly accepted principles of walkable urbanism as described in §§153.057 and 153.058, the five Bridge Street District Vision Principles, Community Plan and other related policy documents adopted by the City.

Criteria for Waiver Review

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

- (a) The need for the Waiver is caused by unique site conditions, the use of or conditions on the property or surrounding properties, or other circumstance outside the control of the owner/lessee, including easements and rights-of-way;
- (b) The Waiver, if approved, will generally meet the spirit and intent of the Bridge Street District Plan and supports the commonly accepted principles of walkable urbanism;
- (c) The Waiver is not being requested solely to reduce cost or as a matter of general convenience;
- (d) The Waiver, if approved, will ensure that the development is of equal or greater development quality with respect to design, material, and other similar development features than without the Waiver;
- (e) The requested modification would better be addressed through the Waiver rather than an amendment to the requirements of this Chapter;
- (f) For Development Plans, the other Development Plan elements not affected by the Waiver will be generally consistent with §153.060(A) and §153.061(A); and
- (g) For Site Plan Reviews and Minor Project Reviews, the Waiver does not have the effect of authorizing any use or open space type that is not otherwise permitted in that BSC district.

Criteria for Preliminary Plat

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

Review Criteria:

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

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

To: Rachel Ray, AICP, Planner II
From: Barbara Cox, PE, Engineering Manager
Date: January 5, 2015
Re: Bridge Park East Pre-Application Review – Basic Development Plan, Preliminary Plat, and Basic Site Plan

Engineering has reviewed the revised drawings that were submitted on December 11, 2014, for this pre-application review. {Plans are dated December 9, 2014.} At this time, we have the following comments and notes on this project:

General Comments

- The division of responsibilities within the Development Agreement will have an effect on these plans.

Basic Development Plan

General and Pages BDP1, BDP2 and BDP3, BDP4, BDP5

- A reference to the Final Plat of Mooney Street adjacent to the Vrabel project is needed on the Existing Conditions map.
- The Lot and Block Dimension Plan is missing the dimensions of the rights of way.
- No signs are identified or proposed.
- Parking should be added as allowed along the south side of Banker Drive.
- There will not be parking along the Dale/Tuller connection for some time. This line work should be removed.
- There isn't a demolition plan or interim conditions plan included with this package. I'd had several comments on this type of work in my previous reviews.
- Additional crosswalks should be considered at Banker and Longshore. I believe access to Lot 1 will be here in the future.
- A determination should be made if transit/bus facilities are needed in this project area. This may affect available parking.
- The operation of any valet stations proposed with this project will need further explanation for the evaluation of the access management.
- Additional work will be needed to detail how the cross walks are designed. A special pavement treatment may be required.

Pages BDP6, BDP7, BDP 8, BDP9

- The typical sections for Bridge Park Avenue should be shown in order from west to east.
- On the western most section, dimensions of the clearance for walking in the public right of way should be shown like it is for the center section.
- Since Riverside Drive is not being constructed by the applicant, is it necessary to include the typical section in this application?

Preliminary Plat

- Was Invictus included in the application for this as a landowner?
- The tree survey is indicated on the sheet index but was not included in the set I had.
- On PP2, the widths of John Shields Parkway and Dale/Tuller rights of way need dimensions.

- The areas noted as Public Reserves appear to be the open space dedication areas. Is this the right notation for these? Should they be Public access easements instead (like the Kristoff and State Bank buildings)? Also, these seem to be just for the areas between the buildings. The other open spaces outside right of way but adjacent to the buildings will also need easements.
- On PP4, the width of Banker Drive right of way should be dimensioned.
- The Master Utility Plan (PP8) indicates appropriate public utility systems to provide service to the proposed development with a couple of revisions:
 - A note describing the proposed stormwater management system should be added.
 - The water lines towards the north end of the site need to be adjusted to match the proposed lines with Riverside Drive Realignment project.
 - Add labels to the sizes of each line – in particular the sanitary sewer and water lines.
- Since Riverside Drive is not being constructed by the applicant, is it necessary to include the typical section in this application?
- Notes need to be added regarding the right of way encroachments proposed for the sky bridges and the area wells of the parking garages.
- Will the Final Plat be done as one plat or will there be phases?

Basic Site Plan for Blocks B and C

Page BSP1

- Does the site data listed in the charts reflect current information?

Pages BSP5 and BSP6

- The Fire Set Up Zone locations need to be verified with WTFD.
- Are two out bound lanes from the parking garages required at two driveways from B4? I'd like to see the access reduced to this building. Four drives seem like a lot and will require many signs to direct traffic appropriately.
- No allowance for any bicycle parking has been shown along the public streets.
- No loading spaces are identified.

Pages BSP7 and BSP8

- Sizes of mains and services should be shown/labeled.
- The location of grease traps/oil and water separators should be noted.
- The Stormwater Narrative (spelling is wrong) indicates that bioretention will be integrated into the open spaces. No details are given. These will need to meet the appropriate guidance in the current Stormwater Design Manual. Additional information will be needed to determine compliance.
- The drainage from the parking garage needs careful consideration especially in terms of where water will go if the interior drainage system is plugged (flood routing).
- Additional details as to how the building and garage drains connect to the public system along the roadways will be needed.
- Traffic signal conduit may be needed along Bridge Park Drive to provide signal coordination in the future

BSP10 – The triangles are not shown for the drive into B4 from Longshore.

Please let us know if you have any questions on these comments.



WASHINGTON TOWNSHIP

FIRE DEPARTMENT

6200 Eiterman Road, P.O. Box 3248

Dublin, Ohio 43016

614-652-3920 • Fax 614-766-2507

January 2, 2015

Rachel S. Ray, AICP
Planner II
City of Dublin
5800 Shier-Rings Road
Dublin, Ohio 43017

RE: Bridge Park Basic Site Plan Application – Fire Chief Preliminary Review Comments

Rachel,

Washington Township Fire Department has completed their review of the Bridge Park mixed-use development application. Overall, the application meets Dublin Fire Code and Ohio Fire Code minimal requirements, including Bridge Street Corridor Development Code for Fire Access, as outlined in #153.061(G). We have included some comments for clarification and/or fire code support of the application.

Lots & Blocks Comments:

1. The fire access zones shown on the grading and utility plans are not required per 153.061(G). The travel lanes for all street types within the first phase meet minimal requirements (22 feet) and do not require a dedicated fire and/or building access zone. Sufficient alternative access is provided based on the interconnected street pattern to each proposed building regardless of the structure height exceeding 30 feet.
 - a. We recommend removing the fire setup zones shown on the drawings to avoid confusion.
2. The fire hydrant system spacing meets Dublin Fire Code requirement as outlined in Section 508.5.1 of the code, including proposed fire department connection (FDC) locations for the buildings' automatic sprinkler and standpipe systems.
 - a. The FDC wall locations will require signage meeting the requirements of Ohio Fire Code Section 912.2. These signs shall have letters "FDC" at least 6 inches high and words in letters at least 2 inches high or an arrow to indicate location.

3. The proposed skywalk locations and elevations meet applicable OFC requirements (unobstructed vertical clearance of not less than 13 feet 6 inches).

We look forward to the next level of review(s) for this application. If you have any questions please feel free to call me at (614) 652.3930.

Sincerely,



Alan Perkins, CFPS
Fire Marshal