

Development Plan Review, Site Plan Review, Conditional Use

15-018DP-BSD/SP-BSD/CU – Bridge Park Phase 1

Mixed-Use Development – Riverside Drive and Dale Drive

The first phase of a new mixed-use development, including four buildings with 153 dwelling units, approximately 81,500 square feet of office uses, approximately 47,500 square feet of commercial (retail, restaurant, personal services) uses, and an 869-space parking structure, on a 3.47-acre site. The proposal includes four new public streets and two blocks of development. The site is on the east side of Riverside Drive, north of the intersection with Dale Drive.

This is a request for review and approval of a Development Plan for the first phase of the Bridge Park development and a Site Plan for the building and site details in accordance with Zoning Code Sections 153.066(E)-(F). This is also a request for review and approval for Site Plan Waivers under the provisions of Zoning Code Section 153.066(I), a request for an Open Space Fee-in-Lieu in accordance with Zoning Code Section 153.064(D)-(E), and a request for review and approval of a Conditional Use for the parking structures under the provisions of Zoning Code Section 153.236.

Date of Application Submission

Wednesday, February 25, 2015 (with time extensions requested)

Date of ART Recommendation to Planning and Zoning Commission

Thursday, April 30, 2015

Date of Planning and Zoning Commission Determination

Thursday, June 11, 2015 (time extension requested at May 7, 2015 meeting)

Case Manager

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Attachments

- A. BSD Code Analysis –Development Plan
- B. BSD Code Analysis – Site Plan
- C. Site Plan Waiver Analysis & Recommendations
- D. Engineering Report
- E. Fire Report

PART I: Summary of Required Actions

The Planning and Zoning Commission is required to make determinations (approve/approve with conditions/disapprove) on 6 items with respect to the Bridge Park application. These are listed in the order in which determinations are needed.

1) Site Plan Waivers – 18 proposed

ART Recommendation: Approval of 18 Waivers (some with conditions)

Refer to attached Site Plan Waiver Analysis, and the recommendations on page 25.

2) Open Space Fee-in-Lieu Determination

ART Recommendation: Approval.

Refer to review criteria analysis on page 19 and recommendation on page 25.

3) Development Plan

ART Recommendation: Approval with 3 conditions.

Refer to review criteria analysis on page 20 and recommendation with conditions on page 25.

4) Parking Plan

ART Recommendation: Approval.

Refer to the recommendation on page 26.

5) Second Tower

ART Recommendation: Approval.

Refer to the recommendation on page 26.

6) Site Plan

ART Recommendation: Approval with 12 conditions.

Refer to review criteria analysis on page 22 and recommendation with conditions on page 26.

7) Conditional Use

ART Recommendation: Approval with 3 conditions.

Refer to review criteria analysis on page 23 and recommendation with conditions on page 28.

PART II: Overview

<i>Zoning District</i>	BSD Scioto River Neighborhood District
<i>Review Type</i>	Development Plan Review, Site Plan Review, Conditional Use
<i>Development Proposal</i>	Four buildings containing 153 dwelling units, 81,500 square feet of office uses, 47,500 square feet of eating and drinking uses, and an 869-space parking structure on a 3.47-acre site. The proposal includes four new public streets and two blocks of development, which will be reviewed as part of a separate Final Plat application (case 15-019FP).
<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 Structure
<i>Administrative Departures</i>	<ol style="list-style-type: none">1) Balcony Dimensions – Code Section 153.062(I) – Allowing several building C2, C3, and C4 balconies to range in depth from 5 feet to 5.8 feet (minimum 30 square feet is maintained on all balconies).2) Transparency – Code Section 153.062(O)(5)-(6)(d)1 – Allowing the following:<ol style="list-style-type: none">a. C1 – Ground Story Street Façade Transparency (70% required): 66% on north (Tuller Ridge) elevation, 67% on east (Longshore Street) elevation; Upper Story Street Façade Transparency (30% required): 28% on north (Tuller Ridge) elevation, 5th story.b. C3 – Upper Story Street Façade Transparency (30% required): 29% on south (Bridge Park) elevation, 5th storyc. C4 (Corridor Building) – Upper Story Street Façade Transparency (30% required): 28% on east (Mooney) elevation, 5th story and 29% on north (Tuller Ridge) elevation, 5th story; Non-Street Façade Transparency (15% required): 14% on south (“Mews” open space) elevation, ground story.3) Primary Façade Materials – Code Section 153.062(O)(6)(d)5 – Allowing the following:<ol style="list-style-type: none">a. C2 – 72% permitted primary materials on the north (“Pavilion” open space) elevation, 72% on the east (Longshore) elevation, 73% on the south (Bridge Park) elevation, and 77% on the west (Riverside) elevation.b. C3 – 78% permitted primary materials on the east (Mooney) elevation and 77% on the south (Bridge Park) elevation.c. C4 (Corridor Building) – 75% permitted primary materials on the north (Tuller Ridge) elevation and 77% permitted primary materials on the east (Mooney) elevation.4) Tower Height – Code Section 153.062(O)(5)(d)6 – Allowing the tower height to be 15.71 ft. for building C2, where the max. is 14 ft.

- 5) Parking Structure Ceiling Clearance – Code Section 153.065(B)(5)(c) – Allowing 11.5-ft. ceiling height on the ground story on Longshore Street and Tuller Ridge Drive, where the min. clearance is 12 ft.

<i>Development Plan Waivers</i>	None
<i>Site Plan Waivers</i>	Refer to attached Site Plan Waiver Analysis & Recommendations
<i>Applicant</i>	Nelson Yoder, Principal, Crawford Hoying Development Partners.
<i>Case Manager</i>	Rachel S. Ray, AICP, Planner II, (614) 410-4656 rray@dublin.oh.us

Case Update

This proposal was reviewed by the Planning and Zoning Commission on Thursday, May 7, 2015, and was tabled at the request of the applicant. The Commission expressed their overall support for the project, including the overall architectural character, the design of the resident/pedestrian bridges connecting the buildings with the parking garage, and the designs of the public open spaces. The Commissioners recommended that the applicant modify portions of the architectural details on buildings C1, C3, and C5 (parking structure).

Since the May 7th PZC meeting, the applicant has made no changes to the site plans. Revisions were made only to buildings C1, C3, and C4/C5, including:

Building C1: Significantly reducing the amount of fiber cement panels, now limited primarily to recessed portions of the elevation; adding composite metal panels in lieu of some of the fiber cement panels at the top of the building and on some of the architectural features; adding brick veneer along the top floor in response to the Commission's comments regarding the building materials that are most visible from Riverside Drive.

Building C2: No changes.

Building C3: In response to the Commission members' comments regarding the design of the penthouse/elevator overrun portion of the building and the visibility of the tops of the buildings, the applicant has added a cornice at the roofline and modified the scoring pattern used with the panels. No other changes were made to building C3.

Building C4 (residential elevations wrapping the garage): No changes.

Building C5 (parking garage): Increased the use of perforated metal panels on the tower element on the northwest corner of the building to help draw attention to the new entrance that was also provided on the north side of the tower (on Tuller Ridge Drive). These architectural enhancements are intended to funnel pedestrians to the main entrances to the parking garage.

Minor modifications and updates were made to the attached Development Plan Analysis, Site Plan Analysis, and Waiver Analysis Reports (Waivers 1, 3, 5, 7, 8, 13, and 15 were modified based on the proposed changes). Minor modifications were also made to the approved Administrative Departures (1 and 2a).

PART III: Review Procedures

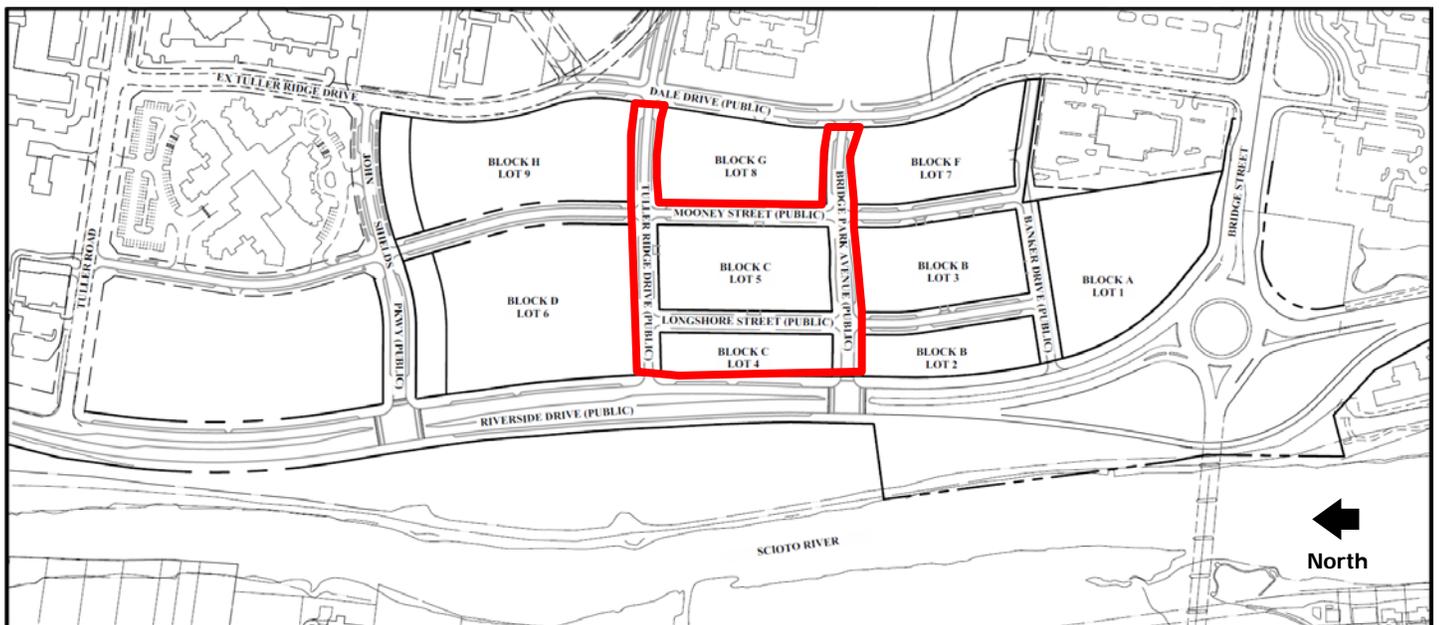
The Development Plan and Site Plan Reviews are the final step in the zoning review process following approval of the Basic Development and Basic Site Plans Reviews.

At the Basic Plan Review for this project on January 20, 2015, City Council made the determination that the Planning and Zoning Commission would be the required reviewing body for the Development Plan, Site Plan, and Conditional Use for the Bridge Park mixed-use development. As a result, following acceptance of a complete application for Development Plan, Site Plan, and Conditional Use reviews, the Administrative Review Team is required to make a recommendation to the Planning and Zoning Commission to approve, deny, or approve with conditions the applications based on the criteria of §153.066(E) applicable to Development Plan Reviews, §153.066(F) applicable to Site Plan Reviews, §153.066(I) for Waivers (if necessary), and §153.236 for Conditional Uses.

Application Overview

Development Plan. The purpose of the application for **Development Plan Review** is to evaluate the framework for the overall Bridge Park mixed-use development. The 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.

The development framework included with the Development Plan Review sets the tone for the public realm, which encompasses the street network, block layout, and lots for development. The Development Plan Review includes an analysis of the Placemaking Elements described in the BSD Scioto River Neighborhood zoning district requirements.



Development Plan Area

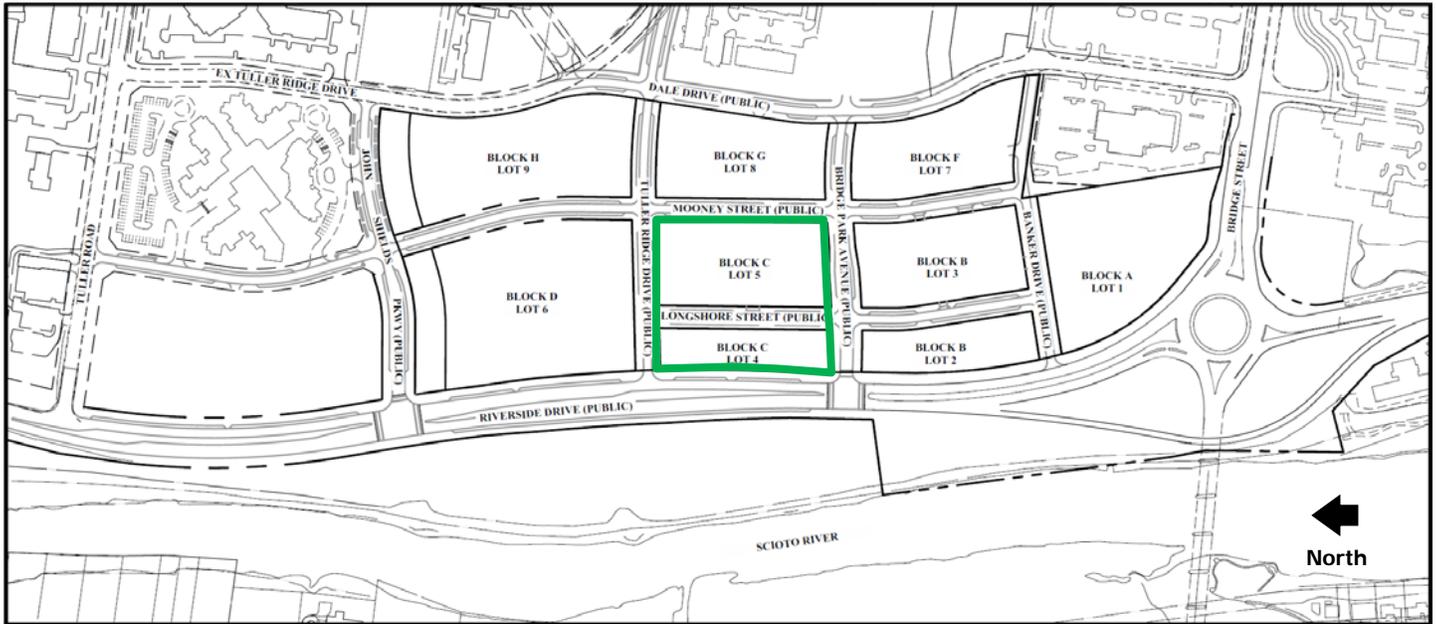
The proposed Development Plan for this initial phase of development includes:

- A grid street network consistent with the approved Basic Development Plan;
- Segments of four new public streets (Bridge Park Avenue, Tuller Ridge Drive, portions of Mooney

Street, and portions of Longshore Street);

- Two development blocks (lots/blocks 4 and 5) subdivided by public streets; and
- Portions of a mixed-use shopping corridor designated along the north side of Bridge Park Avenue and the east side of Riverside Drive west of Bridge Park Avenue.

Site Plan. The purpose of the application for **Site Plan Review** is to serve as an analysis of the arrangement of proposed uses, buildings, open spaces, parking arrangements, landscaping, and all other site details.



Site Plan Area

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

Conditional Use. Approval of a conditional use is required for all parking structures along public street frontages (Zoning Code Section 153.059(C)(3)(g)1). The proposed parking structure on lot/block 5 is sited along and will be visible from Longshore Street and Tuller Ridge Drive.

Waivers. Waivers may be submitted for any project element that deviates from one or more of the requirements of the Bridge Street District zoning regulations and that do not qualify for an Administrative Departure (Zoning Code Section 153.066(H)). The required reviewing body must find that the requested Waivers meet the criteria of Zoning Code Section 153.066(I)(6) prior to approval.

Open Space Fee-in-Lieu Request. While this application includes the provision of approximately 0.38-acres of the total requirement for 0.77-acres, the applicant is requesting approval of a fee-in-lieu of open space dedication for the remaining 0.39-acres. The Administrative Review Team is required to make a recommendation, and the Planning and Zoning Commission is required to review this request based on the standards of Zoning Code Section 153.064.

Final Plat. An application for Section 1 of the Bridge Park East Final Plat has been submitted for to the Planning and Zoning Commission for review and recommendation to City Council. Refer to the Planning Report for Case 15-019FP for more information.

Application History

Refer to the Application History at the end of this report, and the attached minutes for each meeting.

Future Applications

The current applications of the Bridge Park mixed-use development for Development Plan, Site Plan, and Conditional Use reviews are the final steps prior to building permitting for this phase of development (buildings C1-C4/C5 on lots/blocks 4 and 5). Future Development and Site Plan Reviews, as applicable, will be required prior to development of other phases.

A Master Sign Plan(s) (reviewed by the Planning and Zoning Commission) will be required for this development, and must be approved prior to occupancy for the buildings included in the Site Plan Review (C1-C4/C5).

The applicant also plans to submit future applications for Minor Project Review for each individual tenant requesting outdoor dining and seating areas to ensure that the outdoor spaces for each tenant, once they are finalized, meet the BSD zoning regulations with regard to the shopping corridor and streetscape character.

PART IV: Application Contents and Analysis

Overview. The applicant has identified the following uses and approximate square footages for this initial phase of the Bridge Park mixed-use development project:

Lots/Blocks 4 and 5 (Site Plan Review area)

- Four mixed-use buildings
- Residential: 153 dwelling units
- Office: 81,500 sq. ft.
- Commercial (Retail, Eating/Drinking, etc.): 47,500 sq. ft.
- Parking: 869 garage parking spaces
- Open Space: 2 Pocket Parks and 5 Pocket Plazas (approx. 0.38-acre total)

Development Plan

The project elements reviewed as part of the 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 attached ART Analysis & Determinations for an analysis of these Code requirements.

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

Block Size and Access. The Development Plan establishes the framework of streets and blocks to allow development that is 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 includes the following blocks for development:

- Lot/Block 4 – Frontages along Riverside Drive and Bridge Park Avenue; includes designated shopping corridors along Bridge Park Avenue (the south block face) and portions of the western block face along Riverside Drive.
- Lot/Block 5 – Frontage along Bridge Park Avenue, with new Mooney Street and Longshore Street defining the east and west block faces (respectively). A portion of the designated shopping corridor is along the south block face of Bridge Park Avenue.

Street Types. The approved Preliminary and proposed Final Plat (Section 1) plans incorporate the typical street sections required by the City that are appropriate for Bridge Park Avenue (Principal Frontage Street), Mooney Street, Longshore Street, and Tuller Ridge Drive (Neighborhood Streets).

Bicycle Facilities. Five-foot cycle tracks will be on the north and south sides of Bridge Park Avenue, adjacent to the minimum 5 - 7.5-foot sidewalks. The cycle tracks will be designated by a solid paver with an intermittent bicycle icon paver. Sharrows will also be in the travel lanes along Bridge Park Avenue to signal to motorists that bicyclists are welcome and expected to be on-street within the travel lanes.

Site Plan Review

The project elements of the Site Plan Review include details of 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 attached ART Analysis & Determinations for an analysis of these Code requirements.

Building Types. Four buildings are proposed as part of the initial phase of the Bridge Park development project and are included with this application for Site Plan Review, as described below.

Bldg.	Uses	GFA (Approx.)	Building Description
C1	<p><u>Street Level</u> Eating & Drinking, Retail</p> <p><u>Floors 2-5</u> Residential</p>	83,993 sq. ft.	<p>Faces Riverside Drive at the southeast corner of the intersection with the Tuller Ridge Drive extension. 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 brick veneer and fiber cement panels proposed for the 5th floor. Composite metal panels are used for trim and to accent the northwest and northeast corners of the building.</p> <p>A large terrace on the 2nd floor provides views of Riverside Drive, the Scioto River and the future park, and private residential balconies are on all four sides of the building. A resident/pedestrian bridge provides restricted access from the upper levels of the parking garage (C4/C5) across Longshore Street to the residential units on the upper stories.</p> <p>Additional architectural detailing was provided on the north elevation facing Tuller Ridge Drive to enhance a previously bland façade, and the building transparency was increased on all floors by adding windows.</p>
C2	<p><u>Street Level</u> Eating & Drinking, Retail</p> <p><u>Floors 2-5</u> Office</p>	94,440 sq. ft.	<p>Placed at the highly prominent intersection of Riverside Drive and Bridge Park Avenue, visible from the future pedestrian bridge landing. Use is entirely commercial.</p> <p>Street level materials includes storefront glass curtainwalls divided into smaller storefront units by dark brick elements. Upper levels are clad</p>

Bldg.	Uses	GFA (Approx.)	Building Description
			<p>with a red brick with dark brick accents and horizontal metal panels. A glass tower intended to be illuminated and framed with metal panels, patterned brick, and a series of horizontal metal mullions provide a terminal vista at the intersection. Terraces are available on the 2nd, 3rd, 4th and 5th floors, allowing for views of Riverside Drive, the Scioto River and future park, and Bridge Park Avenue.</p> <p>Tower feature was modified to increase the visibility of the horizontal features while enhancing the iconic value of the tower. An architectural feature on the east elevation facing Longshore Street was modified to complement the tower. Balconies were added on the upper stories at the corner of the building at the intersection of Riverside Drive and Bridge Park Avenue to further activate the corner of the building and the public realm and serve as a gateway element.</p>
<p>C3</p>	<p><u>Street Level</u> Eating & Drinking, Retail</p> <p><u>Floor 2</u> Office</p> <p><u>Floors 3-6</u> Residential</p>	<p>86,917 sq. ft.</p>	<p>Faces Bridge Park Avenue with a mix of commercial (restaurant and retail) and residential uses. Building is clad with two different colors of brick and fiber cement panels (all brick at street level), with glass storefront curtainwalls on the first two floors. Different color brick is used to differentiate the street level from the upper stories and break up the length of the building. A resident/pedestrian bridge provides restricted access between the parking garage (building C4/C5) and the residential units in the upper stories.</p> <p>The building has been modified to increase the vertical façade divisions, increase transparency by adding additional window glass on all floors, and enhance the architectural detailing to increase its character and interest.</p>
<p>C4/C5</p>	<p><u>North & West Elevations</u> 6 levels of garage parking</p> <p><u>East & South Elevations</u> 5 floors of residential</p>	<p>394,085 sq. ft.</p>	<p>Functions as two buildings: the south and east sides of the building (facing an open space and Mooney Street respectively) are residential (building C4), from the ground floor to floor 5. The ground floor is primarily clad with stone veneer and brick accents. The upper stories are primarily brick (two colors to give the building character and interest) with fiber cement panels defining the topmost floor.</p> <p>All floors on the west and north sides (facing Longshore Street and Tuller Ridge Drive respectively) are parking structures (building C5). Brick piers and planters line the street level façades, with towers and stone accents at the corners. This structure 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>A resident/pedestrian bridge connects buildings C1 and C4/C5 across Longshore Street, and a second bridge across the open space between buildings C3 and C4/C5 provides restricted access to the garage.</p> <p>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</p>

Bldg.	Uses	GFA (Approx.)	Building Description
			entrance is on Longshore Street and a second primary vehicular entrance is on Tuller Ridge Drive. A third vehicular entrance off Mooney Street is a “speed ramp” connecting to the upper levels of the garage and restricted to resident use. A garage door facing Mooney Street allows access to a trash compactor intended to service all four buildings north of Bridge Park Avenue.
Total GFA		659,435 square feet	

Open Spaces. Based on the proposed mix of uses and square footages, the applicant is required to provide 0.77-acres of publicly accessible open space with this phase; of which approximately 0.38-acres of open space is provided (counting a portion of the future riverside park toward the requirement), with a proposed fee-in-lieu for the remaining 0.39-acres if approved by the Planning and Zoning Commission. Refer to the attached ART Analysis & Determinations (Site Plan – 153.064 – Open Space Types) 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 seating environments. While some of these elements are related to site details, the standards provide criteria for determining the appropriate level of connectivity through the project, such as the use of mid-block pedestrianways and crosswalks. The plans include provisions for mid-block pedestrianways through both blocks included with the Site Plan Review area, and generally align with crosswalks to allow smooth pedestrian movement through the site. Refer to the attached ART Analysis & Determinations (Site Plan – 153.065(I) – Site Development Standards – Walkability Standards) for additional information.

Parking. This development phase requires a minimum of 964 vehicular parking spaces (up to a maximum of 1,275 spaces) based on the proposed mix of uses. The applicant is proposing to provide 927 parking spaces through a combination of on-street (58 spaces) and garage (869 spaces) parking (no surface parking lots proposed). A Parking Plan has been proposed to address the 37 parking spaces short of the minimum. The applicant has provided a parking demand analysis based on the proposed mix of uses for weekend and weekday demand (based on *Urban Land Institute Shared Parking, Second Edition*). The Parking Plan indicates that weekday peak parking demand is 914 parking spaces (2:00 PM), and weekend peak parking demand is for 746 parking spaces (7:00 PM). This analysis shows that the 927 spaces is sufficient to serve peak demand; however the applicant should provide information about how the parking spaces within the garage will be controlled or designated for resident/tenant use, valets, etc. as part of the parking plan.

A total of 155 bicycle parking spaces are also required for this phase, which the applicant is proposing to provide through private bicycle lockers and covered public bicycle parking within the parking garages, and throughout the site in publicly accessible locations in the streetscape and open spaces. Refer to the attached ART Analysis & Determinations (Site Plan – 153.065(B) – Site Development Standards – Parking & Loading) for additional information.

Site Development Standards. Refer to the attached ART Analysis & Determinations (Site Plan – 153.065(A) – (I)) for a complete analysis of all project details and their alignment with the Bridge Street District zoning regulations.

Stormwater Management. 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. Stormwater management is integrated on-site through bioretention planters within the open spaces (with portions of the building roof drains releasing into the bioretention areas), supplemented by underground storage facilities under the paved areas in the open spaces. The plans will be required to demonstrate compliance with the City of Dublin Stormwater Management Design Manual at building permitting, subject to approval by the City Engineer.

PART V: Administrative Review Team Comments

Summary of ART Recommendations

The ART has reviewed this project based on the Bridge Street District zoning regulations (Code Section 153.057-066). It is expected that a project of this scale and complexity involves numerous details, many of which are addressed at permitting; however, prior to making a recommendation to the Planning and Zoning Commission, the ART had concerns regarding some of the plan details and some coordination issues between the public and private aspects of this project. At the ART meeting on April 30, the ART discussed these concerns (refer to Additional Plan Review/Detail Comments, below) with the applicant team and resolved most of the items. The conditions attached to the recommendations of approval for this project relate to the need for ongoing coordination as the project advances toward building permitting and later phases of this project.

The ART notes that the “big picture” aspects of this project – the street network, building placement, open space arrangement, development character – are highly consistent with the Community Plan recommendations for the Bridge Street District and form the foundation for an excellent project that will serve as an amenity for residents, employees, and visitors to the City of Dublin as well as a catalyst for other Bridge Street District development.

Development Agreement

While the City Administration is actively working with the developer and property owners to establish agreeable terms, City Council has not approved a development agreement. 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, at a minimum:

- Land acquisition and/or land swap issues
- Public improvement design and construction responsibilities
- Park and open space issues (including open space dedication)
- Parking facilities and policy issues
- Other public and private development investment responsibilities
- Project phasing

Building Types & Architecture

Terminal Vistas – Pedestrian Bridge Landing Point

All buildings have high visibility and prominence due to their proximity to Riverside Drive. However, Building C2 is most prominent since it is 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, this building (along with the future building B2 on

the south side of the intersection, not included with this application) must frame the intersection and serve as a gateway for both Bridge Park and the east side of the Bridge Street District.

Accordingly, building C2 presents an opportunity for a “terminal vista,” or an eye-catching view at the end of a critical viewshed. During the Basic Site Plan Review ART and City Council members commented that the glass tower element was not prominent enough to stand out as an eye-catching feature, and that additional work was needed to make the pedestrian realm at the sidewalk level serve just as much as a gateway as the building.

Since the Basic Plan Review, the applicant has modified the glass tower feature to increase its height and architectural presence, adding horizontal metal mullions to complement the vertical nature of the tower. (See next page for graphic.) The applicant has also opened up the corner to allow for informal seating and views of the park and pedestrian bridge, creating a pocket plaza open space. At their review on May 7, 2015, the Commission members commented positively on the tower modifications.



Building C2 – Basic Plan Review – January 20, 2015



Building C2 – Current Proposal

Pedestrian Experience – Storefront/Ground Story Character

As with most aspects of developments of this complexity, 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. The pedestrian experience at street level will be where most people will relate to each building up close walking along the streetscape.

To break up the mass of the building and bring a larger structure down to a human scale, the BSD zoning regulations include requirements for defining the ground story of commercial buildings through horizontal façade divisions. This can be accomplished in a variety of ways, using different building materials and/or including horizontal elements such as awnings and canopies. Since the Basic Site Plan Review, the architecture has been modified to eliminate most of the previously identified potential Waivers to the requirements for vertical and horizontal façade division.

The applicant has provided conceptual plans showing anticipated locations for patio spaces; however, the applicant has indicated that each individual ground floor tenant will likely wish to detail their specific tenant storefront in terms of signs, architectural modifications, specific patio spaces (fencing requirements, furnishings, etc.). This will require future Minor Project Reviews for individual tenants to ensure the architectural appropriateness of these types of modifications and to ensure that the overall BSD building type requirements are met.

Approval of a Master Sign Plan by the Planning and Zoning Commission will also be required prior to occupancy for any of these buildings due to the shopping corridor requirements.

Framing Open Spaces

All four 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. Since the Basic Site Plan Review, the applicant has taken a close look at the comprehensive design and character of these two open spaces, which now have the potential to become some of the most special places for residents and visitors in the Bridge Park development.

Refer to *Open Space Type, Distribution, Suitability, and Design* for more information.

Parking Garage

The Planning and Zoning Commission and City Council have consistently requested that the applicant take an innovative design approach to the parking structures planned throughout the Bridge Park development. Building C4/C5, which is a parking structure wrapped on two sides (Mooney Street (east) and open space (south) elevations), is visible from Tuller Ridge Drive (north elevation) and Longshore Street (west elevations). Since the parking structure is visible from the public street right-of-way a conditional use approval for the structures is required.

Since the Basic Plan Review, the stone along the building foundation has been replaced with a darker shade of brick, which is another permitted primary building material. The applicant has also eliminated the glass tower at the northwest corner of the parking garage, which the ART had recommended be replaced to assist with wayfinding as it served as a prominent architectural element. At their discussion on May 7, 2015, the Commission members discussed the tower feature, noting that the northwest tower is less prominent than the tower at the southwest corner of the building, which functions as the main entrance for most pedestrians entering and exiting the garage. Since the May 7th meeting, the applicant has modified the northwest tower to increase the use of metal panels with colored elements to enhance this portion of the building, but ensure that it remains subordinate to the primary glass tower.

Resident/Pedestrian Bridges

The applicant is proposing a series of resident/pedestrian bridges connecting the upper (residential) stories of buildings C1 and C3 to the upper levels of the parking garage (building C4/C5) to provide restricted, covered access for residents. At the October 29, 2014 Commission meeting, Commissioners expressed concerns that the proposed resident/pedestrian bridges might detract from the urban character of this project by taking pedestrians off of the street. The applicant has responded by clarifying that the resident/pedestrian bridges are restricted 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 otherwise have been on the street. Resident/pedestrian bridges of this nature are common in urban environments and, in the ART’s determination given that access is not available to the general public, will not impede the urban character of Bridge Park.

The two proposed resident/pedestrian bridges are steel with composite metal panels for the roof and undersides of the structures, with recessed cove lights lining the ceiling and undersides of the bridges. Stainless steel cable railing lines the bridges at a height of 48 inches.

The applicant has indicated that the bridges are designed to be neutral in appearance to avoid becoming visually distracting. While the resident/pedestrian bridges are covered, they are open to the elements. Fire has indicated that the proposed bridges are installed at sufficient height (at the third floor) for fire apparatus to pass beneath. Since the bridges will cross over the public right-of-way, the encroachments will need to be accommodated in an aerial easement (refer to case 15-019FP for more information).

The Administrative Review Team has previously stated that the resident/pedestrian bridges will need to be designed to eliminate the ability to climb out of the resident/pedestrian bridges and deter items from falling or being thrown from them, which the 48-inch railing will accomplish.

In their recommendation to the Commission, the ART commented that the applicant had not carried the design of the bridges far enough. The ART suggested that the bridges are an important design element and that the applicant should explore design solutions that do not necessarily fully enclose the bridges, but provide a more distinctive feature for both the users and the general public as they view them from the street or other buildings as well as achieve the safety expectations of the City. As part of the discussion on May 7th, the Commission members commented that they found the pedestrian bridges to be appropriate and in keeping with the architectural character of the buildings.

Exterior Materials

The applicant is proposing to use primarily brick, stone, and glass (building C2), with composite metal panels and fiber cement siding proposed as secondary materials (although exceeding the 20% limitation per elevation for secondary materials on many building façades – refer to the Individual Building Type analysis tables in the attached Site Plan Analysis).

Administrative Departures

Based on the 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. The following Administrative Departures have been approved by the ART (with minor modifications to items 1) and 2a) based on the changes made since the May 7th Planning and Zoning Commission meeting:

- 1) Balcony Dimensions – Code Section 153.062(I) – Allowing several building C2, C3, and C4 balconies to range in depth from 5 feet to 5.8 feet (minimum 30 square feet is maintained on all balconies).
- 2) Transparency – Code Section 153.062(O)(5)-(6)(d)1 – Allowing the following:
 - a. C1 – Ground Story Street Façade Transparency (70% required): 66% on north (Tuller Ridge) elevation, 67% on east (Longshore Street) elevation; Upper Story Street Façade Transparency (30% required): 28% on north (Tuller Ridge) elevation, 5th story.
 - b. C3 – Upper Story Street Façade Transparency (30% required): 29% on south (Bridge Park) elevation, 5th story
 - c. C4 (Corridor Building) – Upper Story Street Façade Transparency (30% required): 28% on east (Mooney) elevation, 5th story and 29% on north (Tuller Ridge) elevation, 5th story; Non-Street Façade Transparency (15% required): 14% on south (“Mews” open space) elevation, ground story.
- 3) Primary Façade Materials – Code Section 153.062(O)(6)(d)5 – Allowing the following:
 - a. C2 – 72% permitted primary materials on the north (“Pavilion” open space) elevation, 72% on the east (Longshore) elevation, 73% on the south (Bridge Park) elevation, and 77% on the west (Riverside) elevation.

- b. C3 – 78% permitted primary materials on the east (Mooney) elevation and 77% on the south (Bridge Park) elevation.
 - c. C4 (Corridor Building) – 75% permitted primary materials on the north (Tuller Ridge) elevation and 77% permitted primary materials on the east (Mooney) elevation.
- 4) Tower Height – Code Section 153.062(O)(5)(d)6 – Allowing the tower height to be 15.71 ft. for building C2, where the max. is 14 ft.
 - 5) Parking Structure Ceiling Clearance – Code Section 153.065(B)(5)(c) – Allowing 11.5-ft. ceiling height on the ground story on Longshore Street and Tuller Ridge Drive, where the min. clearance is 12 ft.

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 that begin with this first phase and continue throughout the entire BSD Scioto River Neighborhood District. While this project includes a variety of quality, private open spaces, many in the form of private spaces, such as rooftop terraces and gathering spaces for residents, visitors, and workers, these locations will also generate a need for public spaces. The future riverfront park will serve much of the demand for open space generated by this development; however, high quality on-site open spaces each having its own unique character and identity are critical.

The applicant has worked with the City to identify and provide some of 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. Two pocket parks are provided (one on each block, between the buildings) and five pocket plazas are distributed along Riverside Drive, Bridge Park Avenue, and Tuller Ridge Drive.

The two pocket parks are:

“Pavilion” Open Space

This open space element is designed to function as a semi-covered space that accommodates performances and other small gatherings. This space incorporates stormwater management through bioretention planters, and screens two electrical transformers through unique perforated metal screen walls, backlit and softened by landscape planting beds. The applicant has also submitted plans showing how the service elements on the elevations facing the “Pavilion” will be softened by landscaping and the screens.

“Mews” Open Space

The “Mews” is designed to serve as more of a passive open space with a wide winding pathway that gently slopes down the hill, from Mooney Street down to Longshore Street and the main public (pedestrian) entrance to the parking garage. This open space also incorporates stormwater management (bioretention planters) punctuated by large river boulders as a design feature, with seating areas and an upright metal screen to block views of electric transformers. The applicant has also submitted plans showing the two elevations framing this open space, with a large amount of commercial storefront windows opening onto this open space from the back of building C3, and residential balconies overlooking the open space in building C4/C5.

The most prominent pocket plaza is provided at the southwest corner of building C2 at the intersection of Riverside Drive and Bridge Park Avenue. The pocket plaza includes seat walls allowing for views of the park

and pedestrian bridge, and space for a future public art piece. This space will need to be modified to allow for ADA accessibility to the building entrance.

Pocket plazas in the form of seating areas are provided at the Riverside Drive entrance to building C2, near the northeast corner of the entrance to building C1, and along the Bridge Park Avenue frontage of building C3. An additional pocket plaza seating area is at the corner of building C3 at the intersection of Bridge Park Avenue and Longshore Street.

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 a result, the applicant will need to provide an additional unobstructed 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 cycle track adjacent to six-foot sidewalk and two feet of overlap onto at-grade tree grates), with 10 feet of sidewalk along Riverside Drive.

The applicant has submitted a series of exhibits showing the design of the streetscape, with conceptual locations for patios and outdoor seating areas. While the 12-foot minimum clear area is provided along the majority of the length of the shopping corridor, there are a few locations where the conceptual patio spaces encroach the clear area. The applicant has stated that the patio spaces shown on the streetscape exhibits are all conceptual and illustrative, and individual tenants will be requesting specific designs and configurations once they are ready to occupy the tenant spaces, and therefore require (at a minimum) Minor Project Review. However, the exhibits should be modified to eliminate the encroachments into the minimum 12-foot clear sidewalk area to ensure the intent for ample sidewalk space is clear to future tenants.

Crime Prevention through Environmental Design

The open spaces and spaces around the buildings have been evaluated to ensure that opportunities for crime are minimized, including the selection of plant materials and the screening and architectural elements. Appropriate lighting levels and sight lines are maintained. At the recommendation of the Dublin Police Department, adequate locations to secure bicycles are provided as part of the streetscape design.

Engineering

General Comments

The applicant should review the attached Engineering memo and address the comments to the satisfaction of the City Engineer.

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 4 and 5.

A new 12-inch water line will be installed along the east side of realigned Riverside Drive, and around the block of Tuller Ridge Drive and Mooney Street. 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.

Stormwater management calculations have been conducted for both the public and 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 must 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 Encroachments: Notes will need to be added to the Final Plat regarding the right-of-way encroachment for the pedestrian bridges and canopies for each of the buildings. Refer to case 15-019FP for more information.

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. Refer to the attached report for comments to be addressed as part of building permitting.

Adherence to Zoning Code Regulations
Refer to the attached ART Analysis and Determinations for an analysis of the applicable Code regulations for Development Plan and Site Plan Reviews.

Additional Plan Review/Detail Comments
The following plan details, discussed during the ART meeting on April 30, 2015, will need to be addressed prior to permitting. These comments are specific to plan details that are typically resolved at or prior to building permitting; however, they are noted in this report to make the applicant aware of items to be corrected or addressed.

1. The plans should be modified to demonstrate better coordination:
 - a. Tree, light pole, and utility locations still to be in conflict with each other and other site furnishings, as well as the street layout.
 - b. Where placed within the streetscape, bike racks should be sited and aligned within the furnishings zone.
2. Reconsider the following design details:
 - a. Select an alternative material for the "Pavilion" canopy (corrugated polycarbonate is not recommended). Further, western red cedar will weather to gray if not sealed or stained annually. The applicant should specify the maintenance schedule on the permit plans.
 - b. Verify the boulder installation details, including cutting and anchoring, subject to Planning and Engineering approval.
 - c. Provide an appropriate detail for the structural soils in the street section details.
 - d. Modify the on-street ADA parking space detail subject to Planning and Engineering approval.
 - e. Verify the finish of the concrete walls.
 - f. The brick paver detail should not have weep holes.
 - g. An "isolation joint" should be provided between the building and the brick walk (similar to between detail of the brick walk and the concrete wall).
3. Site Design
 - a. The Pocket Plaza at the Riverside Drive/Bridge Park Avenue intersection of building C2 should better relate to the design of the adjacent streetscape, subject to Planning and Parks approval.

- b. The Pocket Plaza at the Riverside Drive entry to building C2 should be modified to better enhance the seating and landscaping opportunities, subject to Planning and Parks approval.
 - c. The open space between building C4 & C3 does not have sufficient path lighting.
 - d. Details for all tree grates and permeable pavers need to be provided.
 - e. All of the pre-cast concrete curbs and seating walls should be designed to deter skateboard gliding.
4. Landscaping
- a. The applicant should specify a minimum size boulder. The plans show minimum 30"-72"width; however, 30 inches is small for a seat and may become a trip hazard. The applicant should consider 48 inches in width as a minimum.
 - b. For the bio-retention area, the applicant should consider reinforcing the stormwater with rebar embedded down into the footer as ice pressure will crack non-reinforced concrete.
 - c. Label the Eastern Redbud locations on the planting plans (seemed to have been an omission).

PART VI: REVIEW STANDARDS

Refer to page 3 for a summary of Required Actions.

A. Site Plan Waiver Review Criteria

The Administrative Review Team has reviewed and made recommendations on the proposed Waivers based on the review criteria of Zoning Code Section 153.066(I). Refer to the attached Site Plan Waiver Analysis and Recommendations.

B. Open Space Fee-in-Lieu Determination

The Administrative Review Team has reviewed this application based on the review considerations for payment of a fee in lieu of open space dedication, and recommends the following responses:

1. That the amount of open space required by the nature and development intensity of the use would yield a lesser benefit than paying the fee.

Met. The open space requirements of the BSD zoning regulations were designed to require substantial spaces to be planned and developed to serve as gathering spaces and respites in an urban environment, recognizing that larger open spaces within a walkable distance of adjacent developments could appropriately serve this need. Providing the full amount of required open space (0.77-acre) within the boundaries of the 3.47-acre site would result in a development that is not only less intense, but also no longer urban, at over 20% open space instead of development.

The Site Plan shows the provision of two substantial and carefully designed open spaces – the “Pavilion” and the “Mews” – that are intended to serve as passive and active open spaces for gathering and enjoying the public realm. Other smaller pocket plazas are also provided (as described in this report) that enhance the variety of open spaces and allow for smaller, impromptu gathering within the public realm. The applicant is proposing to count a portion (0.39-acres) of the future 12-acre Scioto riverfront park, which is within walking distance of this development, toward the open space requirement, which the Administrative Review Team has determined to be appropriate and consistent with the intent of the open space regulations of Zoning Code Section 153.064.

2. That open space is available in adjacent or nearby developments that is equal to or in excess of the calculated area for all developments individually.

Met. The planned riverfront park, directly across Riverside Drive from the site, is expected to be approximately 12 acres on the east side of the Scioto River. This acreage is sufficient to assist with providing a portion of the need for the remaining 0.39-acre of required open space.

3. That physical conditions unique to the site make it impractical to provide the required open space.

Not Met. There are no physical site conditions rendering it impractical to provide the full amount of required open space.

4. That providing the required open space would hamper an efficient site layout, as determined by the required reviewing body.

Met. Refer to the analysis for consideration 1), above.

5. That providing the required open space would conflict with the Principles of Walkable Urbanism of Zoning Code Section 153.057(D).

Met. Refer to the analysis for consideration 1), above.

C. Development Plan Review Criteria

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

1. Development Plan is Substantially Similar to Basic Plan

Met. The proposed Development Plan is consistent with the approved Basic Development Plan in terms of lot and block dimensions, street types, and open space placement.

2. Lots and Blocks Meet Requirements of Section 153.060

Met. The project involves a series of interconnected streets with walkable block sizes, organized to accommodate multiple modes of transportation. All lots and blocks meet the applicable Code requirements of Section 153.060.

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 cycle track system along Bridge Park Avenue. Where necessary, the applicant should modify the streetscape exhibit to ensure there is adequate sidewalk area outside of potential patio and seating areas to provide the minimum required 12-foot clear area within the designated shopping corridor.

5. Buildings and Open Spaces are Appropriately Sited

Met. The buildings and open spaces appear to be appropriately sited consistent with the requirements of Zoning Code Sections 153.062 and 153.064. Details for each open space type are determined as part of the Site Plan Review (coordinated with the proposed buildings and the adjacent streetscape).

6. Application is Consistent with the Neighborhood Standards of Section 153.063

Met with conditions. The Bridge Park mixed-use development is one of the first and most significant steps toward development of the Scioto River Corridor area of emphasis, 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 begin to set the tone for the Bridge Street District.

The streetscape exhibits should be modified to show the minimum 12-foot clear sidewalk area along the designated shopping corridor prior to building permitting, and all future Minor Projects for site modifications (patio and outdoor seating areas) should ensure that the minimum clear area is maintained. A Master Sign Plan must be approved by the Planning and Zoning Commission prior to occupancy of any of the buildings (C1 – C4/C5).

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 in coordination with the plans for the Riverside Drive realignment and SR 161/Riverside Drive roundabout construction. Timing of the improvements are dependent on the land ownership and acquisition arrangements, which are currently under review as part of the Development Agreement negotiations. A Development Agreement must be approved by City Council and all affected property owners prior to issuance of building permits for buildings C1 – C4/C5 and before the Final Plat for Bridge Park, Section 1 can be recorded with the county.

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. Consistent with the approved Basic Development Plan, the Development Plan for this first phase of the project sets forth a street network and block framework that enables a walkable, mixed-use district in proximity to a mixed-use shopping corridor. The project is consistent with the Principles of Walkable Urbanism of Section 153.057 with the conditions noted.

9. Adequate and Efficient Infrastructure

Met. The proposed street network is comprehensive, organized by a hierarchy of street character families, and is *configured* to accommodate multiple modes of transportation.

D. Site Plan Review Criteria

The Administrative Review Team has reviewed this application based on the review criteria for applications for Site Plan Review, and recommends the following responses:

1. Site Plan is Substantially Similar to Basic Plan

Met. The proposed site plan is consistent with the approved Basic Site Plan in terms of the overall mix of uses, building siting, parking provisions, open space distribution, and site details.

2. Consistency with Approved Development Plan

Met. The proposed Site Plan is consistent and coordinated with the proposed Development Plan, which is included as part of this application review.

3. Meets Applicable Requirements of Sections 153.059 and 153.062 through 153.065

Met with Conditions, Conditional Use Review, Site Plan Waivers, Administrative Departures, and/or Open Space Fee-in-Lieu Determination. As reviewed in this report, all appropriate sections of the Code are either met or met with conditions as noted above.

4. Safe and Efficient Circulation

Met with Conditions. The proposed street network will provide for safe and efficient circulation within and around this site. The proposed parking structures include entrance/exit drives that exceed the 24-foot maximum width and lack the required stacking. The plans will need to be modified to reduce the width of the driveway and provide the required stacking (refer to the Conditional Use analysis for additional information).

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. With the conditions and Waivers noted, this requirement is met.

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

Met with Conditions, Waiver, and Open Space Fee-in-Lieu Determination. With 153 dwelling units and approximately 141,813 square feet of commercial space in this initial phase, 0.77-acres of publicly accessible open space is required. The applicant is proposing to count 0.39-acres of frontage along the future riverfront park to count toward meeting the open space requirement for this phase of the development. Approval of a fee-in-lieu of open space dedication will need to be approved to count this acreage toward meeting the minimum requirement.

While a series of unique and interesting public open spaces have been provided throughout the site, a few modifications to *some* of the open spaces are necessary: the Pocket Plaza at the southwest corner

of building C2 should be modified to ensure ADA accessibility to the building entrance is maintained, and the Pocket Plaza at the principal entrance to building C2 on Riverside Drive should be modified to ensure it does not encroach the 12-foot clear walkway and allow greater seating flexibility by better integrating the seating with the plantings. Two of the proposed Pocket Plazas require Waivers due to their size and dimensions. Refer to the Waiver analysis for more information.

Lastly, the building permit plans and Final Plat should include notes that state that the Pocket Parks and Pocket Plazas will be owned and maintained by the property owner, with public access easements.

7. Provision of Public Services

Met with Condition. This proposal includes 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 building permitting and subject to an approved Development and/or Infrastructure Agreement.

8. Stormwater Management

Met with Condition. The plans will need to demonstrate compliance with the City of Dublin Stormwater Management Design Manual at building permitting, subject to approval by the City Engineer.

9. Phasing

Met with Condition. The applicant is working with the City to complete the phasing, demolition, and interim site conditions plans for the development in coordination with the plans for the Riverside Drive realignment and SR 161/Riverside Drive roundabout construction. Timing of the improvements are dependent on the land ownership and acquisition arrangements, which are currently under review as part of the Development Agreement negotiations. A Development Agreement must be approved by City Council and all affected property owners prior to issuance of building permits for buildings C1 – C4/C5 and before the Final Plat for Bridge Park, Section 1 can be recorded with the county.

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

Met with conditions and Waivers as described in this report. 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.

E. Conditional Use Review Criteria

The Administrative Review Team has reviewed this application based on the review criteria for applications for Conditional Use Review, and recommends the following responses:

1. Proposed Use is Harmonious with the Zoning Code and Community Plan

Met. Parking structures are necessary and expected in an urban environment, as planned for the Bridge Street District, and enable the development densities necessary to achieve the intent for the Bridge Street District Area Plan in the Community Plan.

2. Proposed Use Complies with Applicable Development Standards

Met with Conditions/Waivers. The proposed parking structure has either met all applicable development standards, including parking structure design and circulation, or will meet them following approval of the Waivers and applicable conditions noted in the ART Report and attached Site Plan Analysis.

3. Proposed Use is Harmonious with Existing/Intended Character of the General Vicinity

Met with Condition. The proposed parking structure (building C4/C5) will be harmonious with the intended urban character of the Bridge Park mixed use development, with the condition that the applicant give additional consideration to the design of the resident/pedestrian bridges to address the ART's safety concerns and to incorporate greater architectural interest, and that they be modified subject to ART approval prior to building permitting.

4. Proposed Use Will Not Negatively Impact Surrounding Uses

Met. Parking structures are necessary and expected in urban environments like the planned Bridge Park mixed-use development. The proposed parking structure will provide the parking required for the first phase of this project in the three adjacent buildings, in addition to the residential uses wrapping two of the four sides of the garage.

5. Proposed Use Will Be Adequately Served by Essential Public Facilities

Met. The proposed parking structure will be adequately served by essential public facilities, including the adjacent road network, fire access, and utilities.

6. Proposed Use Not Detrimental to Community Economic Welfare

Met. The proposed parking structure is designed to complement the adjacent buildings and provides a majority of the required parking for residents, employees, and visitors to the buildings in the first phase of the Bridge Park mixed-use development.

7. Proposed Use Not Detrimental to General Welfare

Met with Conditions. The proposed parking structure is located appropriately in the context of the Bridge Park development, providing a critical function in an urban environment. Conditions are recommended to ensure that adequate pedestrian circulation and safe access points are provided.

8. Vehicular Circulation

Met with Conditions. The proposed parking structure meets applicable zoning requirements for circulation, with the exception of the lack of stacking. The plans should be revised to reduce the width of the parking garage entrance on Tuller Ridge Drive to not exceed 24 feet, and that at least two stacking spaces are provided between the street and parking garage entry gate.

9. Proposed Use Not Detrimental to Property Values

Met. The proposed parking structure will not be detrimental to the property values of surrounding development, which is expected to be similarly urban in character, with additional parking structures anticipated to serve the parking needs of the overall Bridge Park mixed-use development.

10. Proposed Use Will Not Impede Orderly Development

Met. The proposed parking structure is appropriately sited near the center of activity planned for this development – the shopping corridor along Bridge Park Avenue and Riverside Drive – to allow for convenient pedestrian access, while avoiding becoming an impediment to the overall urban character of the Bridge Park mixed-use development.

PART VII: Planning & Zoning Commission Determinations

Refer to page 3 for a summary of Required Actions.

A. Site Plan Waivers

The Administrative Review Team recommends **approval with conditions noted** to the Planning and Zoning Commission of the following 18 Site Plan Waivers:

1. Parapet Height & Façade Wrapping – Code Section 153.062(D)(1)(a)-(b)
2. Visible Vents/AC Units/Other Utility Elements – Code Section 153.062(N)(4)(a)5
3. Right-of-Way Encroachment – Building Type Table (Code Section 153.062(O)(6)(a)1)
4. Maximum Impervious Lot Coverage – Building Type Table (Code Section 153.062(O)(5)-(6)(a)1)
5. Transparency – Building Type Table (Code Section 153.062(O)(5)-(6)(d)1-2)
6. Principal Entrance Location – Building Type Table (Code Section 153.062(O)(5)-(6)(d)3)
7. Vertical Façade Divisions – Building Type Table (Code Section 153.062(O)(5)-(6)(d)4)
8. Primary Façade Materials – Building Type Table (Code Section 153.062(O)(5)-(6)(d)5)
9. Upper Story Height – Building Type Table (Code Section 153.062(O)(5)(b))
10. Occupation of Corner – Building Type Table (Code Section 153.062(O)(5)(a)1)
11. Ground Story Height – Building Type Table (Code Section 153.062(O)(5)(b))
12. Blank Wall Limitations – Building Type Table (Code Section 153.062(O)(5)(d)2)
13. Number of Street Façade Entrances – Building Type Table (Code Section 153.062(O)(5)(d)3) and 153.062(O)(12)(d)3)
14. Horizontal Façade Divisions – Building Type Table (Code Section 153.062(O)(5)(d)4)
15. Horizontal Façade Divisions – Building Type Table (153.062(O)(12)(d)4)
16. Open Space Types – Pocket Plazas – Code Section 153.064(G)(1)/Table 153.064-A
17. Parking Structure Design - Pedestrian Circulation – Code Section 153.065(B)(5)(d)
18. Mid-Block Pedestrianways – Code Section 153.065(I)(2)(a)

B. Open Space Fee-in-Lieu Determination

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission of the request for payment of a fee in lieu of open space dedication for 0.39-acres of the required 0.77-acres of open space for this phase of the Bridge Park mixed-use development.

C. Development Plan

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission with

the following 3 conditions should be considered:

1. That a Development and Infrastructure Agreement (as applicable) be approved by City Council and all impacted property owners prior to issuance of building permit (buildings C1 – C4/C5) and recording of the Final Plat for Bridge Park, Section 1;
2. That the streetscape exhibits are modified to show the 12 feet of clear area along the entire length of the designated Bridge Park Avenue and Riverside Drive shopping corridor, and each patio space, when installed, should provide the minimum 12 feet of clear area; and
3. That a Master Sign Plan is approved by the Planning and Zoning Commission prior to occupancy of any of the buildings (C1 – C4/C5).

D. Parking Plan

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission for a parking plan allowing for a combined total of 921 parking spaces (garage and on-street) for Lots 4 and 5 where 964 spaces are required by Code.

E. Second Tower

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission for a second tower element on building C5 in accordance with the provisions of §153.062(D)(4)(a).

F. Site Plan

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission with the following 12 conditions:

1. That a Development Agreement be approved by City Council and approval is obtained from all impacted property owners prior to issuance of building permits for any of the buildings (C1 – C4/C5).
2. That the applicant obtains Minor Project approval for any ground floor tenant that elects to install a patio and/or modify the exterior tenant storefronts, prior to tenant occupancy.
3. Building Type Conditions
 - a. That an aerial easement over the Longshore Street right-of-way for the resident/pedestrian bridge is approved by City Council prior to occupancy;
 - b. That the balconies at the southwest corner of building C2 are modified to provide the appropriate material transitions on the interior of the north walls of the balconies;
 - c. That the balconies are modified to provide a minimum depth of 5 ft. as measured from the façade to the inside of the railing;
 - d. That the windows installed within fiber cement panels are detailed with projecting sills to provide articulation along these portions of the building façades;
 - e. That the applicant selects vents that are coordinated with the color of the adjacent exterior building finish materials, or that they are painted a coordinating color, subject to Planning approval;
 - f. That the applicant modify the north and west elevations of the uppermost story of residential units facing the top open deck of the parking structure (building C4) to be clad with a permitted primary or secondary building material, subject to ART approval; and

12. That the applicant continue to coordinate with the City on the public improvement plans and construction details, and that the City's comments are incorporated into the plans prior to issuance of permits.

G. Conditional Use

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission of the Conditional Use with 3 conditions:

1. That the parking structure design and interior circulation is modified to limit the entrance/exit on Tuller Ridge Drive to not more than 24 feet wide;
2. That the interior circulation plans are revised at building permitting to allow for adequate stacking space at each entry to the garage (building C4/C5); and
3. That the applicant verify whether cameras will monitor pedestrian activity in the parking garage from a remote location, or if other security measures will be taken, at building permitting.

ADMINISTRATIVE DEPARTURE REVIEW CRITERIA

- A. The need for the Administrative Departure is caused by unique site conditions on surrounding properties, and/or otherwise complies with the spirit and intent of the BSD Plan, and is not being requested simply to reduce cost or as a matter of general convenience.
- B. The Administrative Departure does not have the effect of authorizing any use, sign ,building type, or open space type that is not otherwise permitted in the BSD zoning district.
- C. The Administrative Departure does not modify any numerical zoning standard related to building dimensions, lot dimensions or coverage, open space, landscaping, parking, fencing, walls, screening, or exterior lighting by more than 10% of the requirement.
- D. The Administrative Departure, if approved, will ensure that the development is of equal or greater development quality with respect to design, material, and other development features than without the Administrative Departure.

APPLICATION HISTORY

Informal Review

The Planning and Zoning Commission conducted an Informal Review of the overall 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 & Zoning Map Amendments

One of the first steps 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 an earlier 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 (as part of the first two phases), 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 the 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.

Basic Development Plan and Basic Site Plan Reviews

The Administrative Review Team made a recommendation to City Council on the Basic Development Plan and Basic Site Plan Reviews at their meeting on January 8, 2015, including a series of Waivers that had been identified early in the process.

City Council reviewed and approved the Basic Development Plan for the overall nine block area and the Basic Site Plan for the initial phases (four block area) on January 20, 2015. Council members discussed the public realm elements, including bicycle facilities and space for pedestrian activity, as well as the proposed architectural concepts. City Council members discussed the need for distinctive architecture and exceptional parking structures, as well as buildings with unique architectural features.

Council members discussed the proposed building materials, including concerns with EIFS and vinyl windows (which are no longer included with the proposal) as well as each of the previously requested Waivers, which were all approved by City Council:

Development Plan Waivers

1. *Maximum Block Size – Zoning Code Section 153.060(C)(2)(b)* – for Lots 6 and 9
2. *Front Property Lines – Zoning Code Section 153.060(C)(3)(b)* – for Lots 3 and 5

Site Plan Waivers

1. *Front Property Line Coverage – Code Section 153.062(O)(5)(a)1/ 153.062(O)(6)(a)1* – for Buildings B1/B2 and C1/C2.
2. *Horizontal Façade Divisions – Code Section 153.062(O)(5)(d)4* – for Buildings B1, B2, and C3.
3. *Ground Story Height – Code Section 153.062(O)(5)(b)/ 153.062(O)(12)(b)* – for Buildings B3, B4, C3, and C4/C5.

Preliminary Plat

The Preliminary Plat was submitted with the Basic Development Plan; however, the Subdivision Regulations require the Planning and Zoning Commission to review the Preliminary Plat prior to final review and approval by City Council.

The Planning and Zoning Commission reviewed the Preliminary Plat for the overall Bridge Park mixed-use development on February 5, 2015, and recommended approval to City Council after extensive discussion regarding the public realm, the proposed cycle track and bicycle facilities, and the adequacy of the space available for pedestrians along Bridge Park Avenue. The applicant indicated that additional information about the space dedicated to pedestrians and patio areas would be provided at the final Site Plan Review.

City Council approved the Preliminary Plat on March 9, 2015, following additional discussion on the bicycle facilities and pedestrian realm.