

Site Plan Review - Revised

15-052DP-BSD/SP-BSD/CU – Bridge Park, B Block

Mixed-Use Development

Riverside Drive and Bridge Park Avenue

This proposal is for the B Block of Phase 1 of the Bridge Park mixed-use development, which includes two blocks of development of four buildings with 228 dwelling units, 42,644 square feet of office uses, 55,500 square feet of commercial uses (retail, restaurant, personal services), and an 894 space parking structure, on a 5.74 acre site. The proposal includes three new public streets. The site is north of State Route 161/West Dublin-Granville Road at the intersection of Riverside Drive and (future) Bridge Park Avenue.

This is a request for review and approval the Site Plan Review in accordance with §153.066(E)-(F). This is also a request for review and approval for Site Plan Waivers under the provisions of §153.066(I).

Date of ART Recommendation to Planning and Zoning Commission

Wednesday, 1st July 2015

Date of Application Re - Submission

Thursday, 30th July 2015

Date of Planning and Zoning Commission Determination

Thursday, 20th August 2015

Case Manager

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TABLE OF CONTENTS

I.	Summary of Required Actions	Pg. 3
II.	Overview	Pg. 4
III.	Review Procedures	Pg. 5
IV.	Application Contents & Analysis	Pg. 6
V.	Administrative Review Team Comments	Pg. 9
VI.	Review Standards	Pg. 14
VII.	ART Recommendations	Pg. 16
	a. Approval of Primary Materials	Pg. 16
	b. Approval of Secondary Material	Pg. 16
	c. Site Plan Waivers	Pg. 16
	d. Site Plan Review	Pg. 19
VIII.	Case History	Pg. 20

Attachments

- A. BSD Code Analysis – Development Plan Review
- B. BSD Code Analysis – Site Plan Review
- C. Administrative Departure and Waiver Analysis

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 (B Block) application. These are listed in the order in which determinations are needed.

1) Primary Materials - 2 proposed

ART Recommendation: Approval of 2 additional primary materials

2) Secondary Materials – 1 proposed

3) Site Plan Waivers – 13 proposed

ART Recommendation: Approval of 13 Waivers (with conditions)

4) Site Plan Review

ART Recommendation: Approval with 11 conditions

PART II: Overview

<i>Zoning District</i>	BSD Scioto River Neighborhood District
<i>Review Type</i>	Site Plan Review
<i>Development Proposal</i>	Four buildings containing 228 dwelling units, 42,644 sq. ft. of office uses, 25,781 sq. ft. of retail use, 29,719 square feet of eating and drinking uses and an 894 space parking structure, on a 5.74 acre site.
<i>Uses</i>	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 and Parking Structure
<i>Administrative Departures</i>	Refer to the attached Administrative Departure and Waiver Analysis.
<i>Site Plan Waivers</i>	Refer to the attached Administrative Departure and Waiver Analysis.
<i>Applicant</i>	Nelson Yoder, Principal, Crawford Hoying Development Partners.
<i>Case Manager</i>	Joanne L. Shelly, AICP, RLA LEED BD+C Urban Designer / LA 614.410.4677 jshelly@dublin.oh.us

PART III: Review Procedures

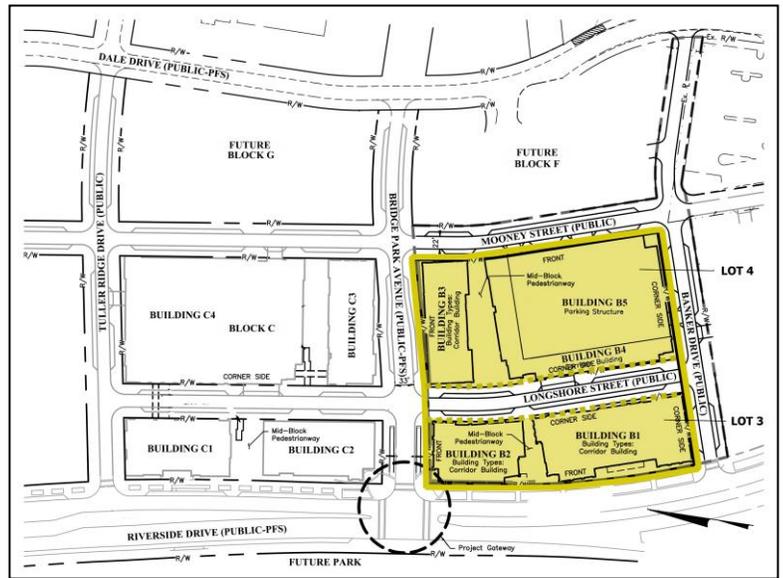
The Site Plan Review is the final step in the zoning review process following approval of the Basic Development and Basic Site Plan Reviews.

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 Bridge Park project's Site Plan Review. As a result, following acceptance of a complete application for Site Plan Review 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(F) applicable to Site Plan Reviews.

Application Overview

Site Plan Review. The purpose of the application for a 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. This application for Site Plan Review applies only to the first phase of development for the Bridge Park mixed-use development project: lots/blocks 3 and 4, including four buildings and associated open spaces proposed on the two blocks.

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



Site Plan Review Area

Application History

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

Future Applications

The current application of the Bridge Park mixed-use development for Site Plan Review is the final step prior to building permitting for this phase of development (buildings B1-B4/B5). Future Development and Site Plan Reviews, as applicable, will be required prior to development of other phases.

An application for section 2 of the Bridge Park East Final Plat must be submitted to the Planning and Zoning Commission for review and recommendation to City Council before the public rights-of-way can be dedicated and property lines established.

A Master Sign Plan(s) (reviewed by the Planning and Zoning Commission) will be required for the shopping corridor segments of this development, and must be approved prior to occupancy for the buildings included in the Site Plan Review (B2 and B3). The applicant also plans to submit future applications for Minor Project

Reviews for individual tenants requesting outdoor dining and seating areas to ensure that the outdoor spaces 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:

Lots/Blocks 3 and 4 (Site Plan Review)

- Four mixed-use buildings (Corridor Buildings)
- Residential: 228 dwelling units
- Office: 42,644 sq. ft.
- Commercial (Retail, Eating/Drinking, etc.): 55,500 sq. ft.
- Parking: 894 garage parking spaces (Parking Structure)
- Open Space: 1 Pocket Park and 5 Pocket Plazas (approx. 0.33 acre total)

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 and two building types are proposed with this application for Site Plan Review, as described below.

Bldg.	Uses	GFA (Approx.)	Building Description
B1 Corridor Bldg.	<u>Street Level</u> Eating & Drinking, Retail <u>Floor 2</u> Office Floors 3-6 Residential	153,935 sq. ft.	Faces Riverside Drive at the southeast corner of the intersection with the Banker Drive. First floor has a storefront glass curtain wall with cultured stone masonry units that define individual storefronts. The upper stories are brick with relief provided through the articulation of balconies and the use of composite metal panels. Fiber cement panels are proposed for the 6 th floor and thin brick is used to accent the northwest and southwest corners of the building. A large terrace on the 3 rd 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 (limited only to residents) access from the upper levels of the parking garage (B4/B5) across Longshore Street to the residential units on the upper stories.
B2 Corridor Bldg.	<u>Street Level</u> Eating & Drinking, Retail <u>Floor 2</u> Office Floors 3-6 Residential	88,442 sq. ft.	At the highly prominent intersection of Riverside Drive and Bridge Park Avenue, visible from the future pedestrian bridge landing. Street level materials include storefront glass curtain walls divided into smaller storefront units by brick elements and composite metal panels. Upper levels are clad with a combination of brick of ivory and red colors to the 6 th floor which uses fiber cement panels. Large balconies and two story, single round column clad in a metal mesh panels and grounded in a granite plinth provide an architectural element, which with the tower element on building C2 helps to frame this gateway.

Bldg.	Uses	GFA (Approx.)	Building Description
			<p>A large terrace on the 3rd floor provides views of Riverside Drive, the Scioto River and the future park. Private residential balconies are on all four sides of the building. A resident/pedestrian bridge provides restricted access, through building B3, from the upper levels of the parking garage (B4/B5) across Longshore Street to the residential units on the upper stories.</p>
<p>B3 Corridor Bldg.</p>	<p><u>Street Level</u> Eating & Drinking, Retail</p> <p><u>Floors 2-5</u> Residential</p>	<p>83,372 sq. ft.</p>	<p>Faces Bridge Park Avenue with a mix of commercial (restaurant and retail) and residential uses. Building is clad with red brick. Glass storefront curtain walls define the first floor and historic warehouse style windows with square panes are featured on the 2nd through 5th stories. Fiber cement panels are proposed for the 5th floor. A resident/pedestrian bridge provides restricted access between the parking garage (building B4/B5) and the residential units in the upper stories.</p>
<p>B4 Corridor Bldg.</p> <p>and</p> <p>B5 Parking Structure</p>	<p><u>North & West Elevations</u> 5 floors of residential</p> <p><u>East & South Elevations</u> 5 levels of garage parking</p>	<p>373,506 sq. ft.</p>	<p>Functions as two buildings: the north and west sides of the building (facing an open space and Longshore Street respectively) are residential (building B4), from the ground floor to floors 4 and 5. The ground floor is primarily clad with a buff brick and dark red brick accents. The upper stories are primarily the dark red brick with buff accents to give the building character and interest) with fiber cement panels defining the topmost floor.</p> <p>All floors on the east and south sides (facing Mooney Street and Banker Drive respectively) are parking structures (building B5). Brick piers and planters line the street level façades, a glass curtain wall system is proposed for the circulation tower and a green screen feature wall is at the corners southeast corner. This structure uses vertical metal mesh panels applied in a woven style and lit internally to break the horizontal mass and enhance the visual interest of the building. This will also assist with wayfinding by providing different façade materials from the C5 garage the building materials.</p> <p>A resident/pedestrian bridge connects buildings B1 and B4/B5 across Longshore Street, and a second bridge across the open space between buildings B3 and B4/B5 provides restricted access to the garage.</p> <p>The primary pedestrian entrance to the garage is at the northwest corner of the building through the residential lobby along Longshore at the open space plaza. Another entrance is provided at the southwest corner of the building at the lobby of a circulation tower opening onto Banker Drive. One pedestrian entrance is provided on Mooney Street at the central vehicular entrance. A second vehicular entrance off Mooney Street is a "speed ramp" connecting to the upper levels of the garage restricted to resident use. General public vehicular entrances are provided on Banker Drive and Longshore Street.</p> <p>A garage door adjacent to the residential lobby, facing Longshore Street allows access to a trash compactor intended to service all four buildings south of Bridge Park Avenue.</p>
<p>Total GFA</p>		<p>699,255 square feet</p>	

Open Spaces. Based on the proposed mix of uses and square footages, the applicant is required to provide 1.08 acres of publicly accessible open space with this phase; of which approximately 0.33 acres are provided (counting 0.75 acres of the future riverside park), with a fee-in-lieu satisfied through the Development Agreement for the remaining 0.75 acres if approved by the Planning and Zoning Commission (PZC). Refer to the attached Site Plan Analysis & Determinations (Site Plan – §153.064 – Open Space Types) for additional information.

Walkability Standards. 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 752 vehicular parking spaces (up to a maximum of 1,063 spaces) based on the proposed mix of uses. The proposal has 894 parking spaces through a combination of on-street (44 spaces) and garage parking (850 spaces). A parking plan has been provided to provide clarity to the distribution of parking and bicycle spaces. The parking plan should include information about how the parking spaces within the garage will be controlled or designated for resident/tenant use, valets, etc.

A total of 164 bicycle parking spaces are also required and 168 have been provided 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. The applicant has been asked to provide additional pervious pavement areas through the permit process (subject to Planning and Engineering approval) to meet the intent of the code requirements.

PART V: Administrative Review Team Comments

Summary of ART Recommendations

The ART has reviewed this project based on the Bridge Street District zoning regulations, §§153.057-066. 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 a 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. The ART recommends that the applicant continue coordinating the public and private project plans as part of building permitting.

Building Types & Architecture

Terminal Vistas – Pedestrian Bridge Landing Point

Building B2 has the most prominence of the proposed buildings for this phase since it is at what will become one of the most significant intersections in the Bridge Street District: Riverside Drive and Bridge Park Avenue, across Riverside Drive from the landing point of the future pedestrian bridge. Accordingly, building B2 presents an opportunity for a “terminal vista” at the end of a critical view shed. During previous ART and PZC reviews members commented that the northwest corner needed a refinement of the building elements to fully realize this opportunity.

Since the Basic Plan Review, the applicant has modified the northwest corner to increase the balcony size and architectural presence, adding a strong two story column clad in a perforated metal sheathing which provides an interesting texture at street level. The entry building elements were simplified and pavement materials and patterns were added to enhance the pedestrian realm. 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 with an opportunity for a temporary or permanent public art piece.

Pedestrian Experience – Storefront/Ground Story Character

The buildings are set up to allow for a flexible, high quality pedestrian environment. Public spaces enhance the pedestrian experience by creating interesting sanctuaries from the commercial streetscape. How each storefront is designed and detailed for individual tenants, with signs, lighting, landscaping will directly affect the success of this project. While possible patio spaces are identified, each individual ground floor tenant will detail their specific tenant storefront in terms of signs, architectural modifications, specific patio spaces (fencing requirements, furnishings, etc.). These modifications will require future Minor Project Reviews by the ART to ensure the architectural appropriateness and that the BSD building type requirements continue to be met.

Framing Open Spaces

All buildings are four-sided, but without rear elevations; all sides are publicly accessible and visible. Service areas, utility rooms, and other architectural elements that would normally be placed on an alley-facing elevation are located on an elevation that faces either a street or open space, as a result, some locations do not meet building type restrictions on blank walls. Decorative screening, walls, landscape and seating have been provided to camouflage these facilities.

The ART discussed the importance of considering the design of open spaces in a three-dimensional sense and asked the applicant to continue working with the Dublin Arts Council (DAC) to develop opportunities to provide additional visual interest through the use of the Art in Public Places program.

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

Parking Garage

The PZC and City Council have consistently requested that the applicant work toward an innovative design approach to parking structures in Bridge Park. Building B4/B5, a parking structure wrapped by residential on two sides (Longshore Street [west] and open space [north] elevations), is visible from Banker Drive (south elevation) and Mooney Street (east elevations). Building B5 is faced with brick which is complemented by a three-dimensional vertical metal screen camouflaging the mass of the structure and providing interesting lighting opportunities. A vegetated "Green Screen" material at the elevator overruns and the southeast notched corner of the parking structure introduce variety to the facades.

Resident/Pedestrian Bridges

The applicant is proposing a series of resident/pedestrian bridges connecting the upper (residential) stories of buildings B2 through B3 and B1 and B3 directly to the upper levels of the parking garage (building B4/B5) to provide covered access, restricted for residents. Resident/pedestrian bridges of this nature are common in urban environments and, in ART previously agreed that since access is not available to the general public, they will not impede the urban character of Bridge Park.

The 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 bridges are identical in design to the bridges approved with the C-Block portion of the Bridge Park development

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 on the sides. Fire has indicated that the proposed bridges are installed at sufficient height (at the third and fourth floors) for fire apparatus to pass beneath. Since the bridges will cross over the public right-of-way, the applicant will need to obtain right-of-way encroachment easements from the City at the time of platting.

Exterior Materials: Permitted Primary and Secondary Materials

The applicant is proposing to use brick, stone, and glass, which the BSD Code lists as permitted primary materials. Section 153.062(E)(1)(c) states, "*Permitted primary building materials shall be high quality, durable materials including but not limited to stone, manufactured stone, full depth brick and glass...*" The applicant is also proposing to use CMP and stainless steel metal mesh panels to enhance the architectural variety of the project and lend visual interest, particularly to the parking structure.

With the latitude given by the Code section noted above to allow additional permitted primary materials to be considered by the required reviewing body, the applicant has requested that the ART and the Commission consider CMP and metal mesh panels to be high quality durable materials for B Block only in the locations shown on the buildings. In previous discussions on this application, the ART has supported this request.

Should the ART and Commission determine that CMP and metal mesh panels should not be considered permitted primary materials, then additional Waivers will be needed for each building type, and these materials will continue to be permitted only as secondary materials. With approved Waivers, the proposed building elevations would not change.

Fiber cement siding is proposed as a secondary materials although it exceeds 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). Composite metal trim is also proposed to detail specific architectural elements, such as canopies.

Section 153.062(E)(1)(d) states “permitted secondary building materials shall be limited to details and accents and include: glass fiber reinforced gypsum, glass fiber reinforced gypsum wood siding, fiber cement siding, metal and exterior architectural metal panels and cladding.” The applicant is proposing the addition of thin brick in select corner locations on building B1 to provide variety of material relief from the fiber cement siding.

Administrative Departures

Based on the building analysis, some specific elements of individual buildings qualify for consideration as Administrative Departures. These items, listed on the attached Administrative Departure and Waiver Analysis, were approved by the Administrative Review Team on July 1, 2015.

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, such as rooftop terraces and gathering spaces for residents, visitors, and workers, the project will generate a need for public spaces. The future riverfront park will serve much of the demand for open space generated by this development; however, it is important that high quality open spaces, each having its own unique character and identity, are provided within the development.

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. One pocket park, “The Passage,” serves as a mid-block pedestrian way (see description following), and five pocket plazas are distributed along Riverside Drive, Bridge Park Avenue, Longshore Street, Mooney Street and Banker Drive.

“The Passage” Open Space – Pocket Park

This open space element is designed to function as a midblock pedestrian way. A series of wide steps accommodate grade changes between Mooney and Longshore Streets in a whimsical manner contrasting with the square edges of the architecture. Seating opportunities have been provided in the form of integrated concrete seat-walls and Adirondack chairs which add colour contrast to the brick and concrete hardscape materials. This space incorporates stormwater management through bioretention planters, and screens the electrical transformers and blank walls through several unique wood slat undulating screens, backlit and softened by landscape planting beds. Overhead, catenary cable and pendant light system illuminates the space.

“Plaza” Open Space – Pocket Plaza

The Plaza is also designed to serve primarily as a midblock pedestrianway, and serves as a direct connection between Riverside Drive and a public (pedestrian) entrance to the parking garage midblock along Longshore Street. Seating opportunities have been provided in the form of wood slat and metal benches, Adirondack chairs add some color contrast to the brick and concrete hardscape materials. This space incorporates stormwater management through bioretention planters, and screens the electrical transformers and blank walls through several unique wood slat undulating screens, backlit and softened by landscape planting beds. The catenary cable and pendant light system provides lighting. For building B2 a large private patio is adjacent to the plaza along Riverside Drive as well as a private terrace overlooking the plaza. A Waiver is required in that this space exceeds the maximum size to qualify as a pocket plaza.

The most prominent pocket plaza (BPZ-1) is provided at the northwest corner of building B2 at the intersection of Riverside Drive and Bridge Park Avenue. The plaza includes a wood bench allowing for views of the park and pedestrian bridge, and identifies a space for a future public art piece which should be coordinated through the DAC with potential art installation at building C2. A plinth supporting the column was removed and the paving pattern has been revised to add a third dimension of interest.

Pocket plazas in the form of seating areas are provided at the Longshore Street entrance to building B4 (BPZ-2), at the southeast corner of the entrance to building B4 (BPZ-3), and at the intersection of Mooney Street and Banker Drive, notched out of building B5 (BPZ-4). Wood slat & metal benches, some with colorful end-inserts have been added to the spaces along with some movable tables and chairs to support a variety of users and add warmth of material and visual interest. In addition a large staircase proposed at the central entrance to building B1 on the west face which will provide temporary seating along Riverside Drive.

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 meets the requirement along its entire length between Banker Drive and Bridge Park Avenue. 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 up to two feet of overlap onto at-grade tree grates).

The applicant has identified conceptual locations for patios and outdoor seating areas. 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) future Minor Project Reviews.

Crime Prevention through Environmental Design

The open spaces and spaces around the buildings have been evaluated to ensure that opportunities for criminal mischief 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 continue to work with the City Engineer through building permitting to ensure that modifications to the approved plans meet applicable City Code requirements.

Utilities

All primary utilities are to be constructed underground and within the street ROW.

A temporary Overhead Electrical service (OHE) is proposed to remain in place until October 2015. This is due to electrical service relocations necessary for the relocation of Riverside Drive and Dale Drive.

Site lighting does not currently meeting City standards. Light levels for crosswalk areas must fall between 1.0 – 1.3 footcandles; light levels for pedestrian areas must fall between 0.2 – 1.3 footcandles. Smooth transitions should occur between the high level light areas and low level light areas. Light fixtures will need to be adjusted and poles may need to be relocated to achieve acceptable light levels. There are also light poles that will need to be relocated to better provide a maximum amount of usable pedestrian space and adequate ADA accessibility.

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 3 and 4.

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 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 SR 161/West Dublin-Granville Road. New public sanitary sewer mains will be constructed with the local street improvement.

Stormwater

The public improvements must comply 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 City of Dublin Stormwater Regulations and OEPA in the General Construction Permit. The plan notes indicate that bioretention and underground storage 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

The applicant will need to obtain easements for the encroachment of the pedestrian bridges and canopies for each of the buildings.

Fire

Washington Township Fire Department has reviewed the Bridge Park plans and finds the proposal meets applicable Dublin Fire Code and BSD zoning regulations. Two fire department connections (FDC) have been provided; one in building B1 serves buildings B1 and B2, the second in building B4 serves buildings B3 and B4.

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 need to be addressed. Under normal circumstances, these comments are highly detailed in nature and are typically addressed at building permitting or through comment letters before plans advance to the required reviewing bodies; however, these comments are provided for the applicant's benefit given their desire to advance the project in an expedient manner.

1. The plans should be modified to demonstrate better coordination, including the following.
 - a. Some tree, light pole, and utility locations still appear to conflict with each other and other site furnishings, plans submitted for permitting should show all on one plan so that any conflicts can be clearly identified.
 - b. Where placed within the streetscape, bike racks should be sited and aligned within the planting/furnishings zone. Bike racks that inhibit pedestrian paths should be relocated.

2. The following design details should be provided through permitting process.
 - a. Boulder finishing details, including cutting and anchoring, subject to Planning and Engineering approval.
 - b. Provide a detail for the structural soils in the street section details.
 - c. Modify the on-street ADA parking space detail subject to Planning and Engineering approval.
 - d. Verify the finish of the concrete seat walls.
 - e. Selection and details for all tree grates and permeable pavers need to be approved by the Public Works Department through the permitting process.
 - f. Design of the pre-cast concrete curbs and seating walls to deter skateboard grinding submitted through permitting should be approved by the Public Works Department.

PART VI: REVIEW STANDARDS

Refer to page 3 for a summary of Required Actions.

1) 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 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 Development Plan, which is included as part of this application review.

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

Met with condition. The ART recommends that the applicant continue to coordinate the public and private project plans and working through the issues identified in this report.

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 lack the required stacking between the ROW and the entry gate. The plans will need to be modified to provide the required stacking.

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. This requirement is met with the conditions and Waivers noted.

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

Met with conditions, Waiver and Open Space Fee-in-Lieu Determination. The square footage of uses in this phase requires 1.08 acres of publicly accessible open space. The applicant is proposing to count 0.75 acres of frontage along the future riverfront park toward meeting the open space requirement for this phase of the development. A fee-in-lieu of open space was satisfied through the development agreement and this acreage can be counted toward meeting the minimum requirement.

A series of public open spaces have been provided throughout the site, modifications to previous plans have been provided to create variety in character, hardscape and seating. One of the proposed pocket plazas requires a Waiver due to its size and dimensions. Refer to the Waiver analysis for more information.

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 is dependent on the land ownership and acquisition arrangements, which are currently under review as part of the Development and Infrastructure Agreements. A Development Agreement must be approved by City Council and all affected property owners prior to issuance of building permits for buildings B1 – B4/B5 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. The proposal is generally consistent with the goal of creating a vibrant mixed-use walkable development within the BSD Scioto River Neighborhood District and is generally consistent with the Principles of Walkable Urbanism described in §153.057. With the conditions noted in this report, the project will ensure that the plans appropriately implement the Community Plan and other policies of the City.

PART VII: ART Recommendations and Planning & Zoning Commission Determinations

Refer to page 3 for a summary of Required Actions.

a) Primary Materials

Code Section 153.062(E)(1)(c) states that permitted primary building materials shall be high quality, durable materials including but not limited to stone, manufactured stone, full depth brick and glass.

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission for the following materials which have been submitted for use as primary materials:

1. Composite metal Panels (CMP)
2. Stainless Steel Metal Mesh Panels (MMP)

b) Secondary Materials

Code Section 153.062(E)(1)(d) states that permitted secondary building materials shall be limited to details and accents and include: glass fiber reinforced gypsum, glass fiber reinforced gypsum wood siding, fiber cement siding, metal and exterior architectural metal panels and cladding.

Thin Brick for use as secondary material has been submitted subject to **approval** by the Planning and Zoning Commission.

c) Site Plan Waivers

The Administrative Review Team recommends **approval with conditions noted** to the Planning and Zoning Commission of the following 13 Site Plan Waivers:

1. Code Section 153.062(D)(1)(a)-(c) Parapet Roof Type
 - a. *Parapet roof height shall be between 2 ft. – 6 ft. in height;* A request to allow the height of parapets to drop below the minimum height of 2 ft. in numerous locations on buildings B1, B2, B3 & B4 as the roofline jogs in height across the elevations.
 - b. *Parapets shall wrap around all sides of the building;* A request to allow parapets which are not continuous. Parapets are present on portions of the front and side facades of all buildings, but as the roofline jogs up and down along the elevation, the parapet is not continuous.
 - c. *Horizontal Shadow Lines:* Encouraged to distinguish parapets from upper stories and to define the top of the parapet. Horizontal shadow lines have been incorporated to define the tops of some parapets, but not always between the upper story and the bottom of the parapet.
2. Code Section 153.062(N)(4)(a)5 Façade Requirements
Visible Vents/AC Units/Other Utility Elements; these elements are not permitted to be part of any street-facing façade, unless permitted for individual building types. A request to allow dryer vents, range vents and fresh air intake vents located on street facing facades of buildings B1, B2, B3, and B4.
3. Code Section 153.062(O)(5) & (12) (1)a Building Siting
 - a. *Front Required Building Zone, 0-15 ft.;* A request to allow building B1 to have 128 ft. of the building façade outside of the RBZ due to a recess in the building centered on the façade to create a large entry and private patio. A large stair case enhances the public streetscape and accommodates some change in grade.

- b. *Corner Side RBZ, 5-25 ft.*; A request to allow building B5 (parking garage) to encroach on the RBZ below the min. 5 ft. requirement.
 - c. *Right-of-Way Encroachments, none allowed*; a request to allow the pedestrian bridge to encroach over the public ROW of Longshore Street to building B5.
4. Code Section 153.062(O)(5)&(12) (a)(2) Buildable Area
- a. *Maximum Impervious Lot Coverage, 80%*; A request to allow 98% impervious lot coverage for:
 - (1) Lot 3 – buildings B1 & B2; and
 - (2) Lot 4 – buildings B3 & B4/B5
5. Code Section 153.062(O)(5)(d)1-2, Façade Requirements, Transparency
- a. *Ground Story Street Facing Transparency, 60% min.*; A request to allow less than the 60% transparency required for building B4 west, east & south elevation at residential units. Typical residential transparency would be 30%.
 - b. *Street Façade, Blank Wall Limitations, not permitted*; A request to allow a blank wall on building B5 (south elevation) due to grade changes.
 - c. *Non-Street Façade, 15% min.*; A request to allow less than 15% transparency required for building B4 (north elevation) due to the change in grade across the site.
 - d. *Non-Street Façade, Blank Wall Limitations, not permitted*; A request to allow a blank wall on building B1 & B4 (north elevations) due to service rooms on the building interior.
6. Code Section 153.062(O)(5)(d)3, Building Entrances
- a. *Principal Entrance Location, on primary street façade*; A request to allow building B2 entrance not on a PFS and building B3, primary entrance on the open space and not on the primary façade.
 - b. *Street Façade Number of Entrances, 1 per 75 ft.*; A request to allow the 2 lobbies for building B4 to substitute for the 4 required street entries.
 - c. *Street Façade Number of Entrances, 1 per 75 ft.*; A request to allow less than the required number of entries per street façade for building B5, east elevation 4 required, 1 provided; south elevation 3 required, 1 provided (through lobby); west elevation 1 required, 1 provided.
7. Code Section 153.062(O)(5)(d)4, Façade Divisions
- a. *Vertical Increments Divisions, no greater than 45 ft.*; A request to allow the following deviations which are greater than the 45 ft. maximum due to variations in the overall building design.
 - (1) B1 – west, south & north elevations at parapet
 - (2) B2 – west elevation at parapet
 - (3) B3 – north, south, east & west elevations at parapet
 - (4) B4 – north west section adjacent to bldg. tower
 - (5) B5 – east & south elevations over garage vehicle access points

- b. *Horizontal Façade Divisions, within 3 ft. of the top of the ground story;* A request to allow building B5 to forego horizontal façade division requirements where the façade is covered by the green screen screening material.
8. §153.062(O)(5)(d)5, Façade Materials
- a. *Permitted Primary Material, Stone, Brick & Glass, min. 80%;* A request to allow façade materials to be less than 80% on the following elevations:
 - (1) B1 – east elevation, 71%
 - (2) B3 – north elevation, 56% & south elevations, 71%
 - (3) B4 – north elevation, 69% & east elevations, 69%
 - b. *Permitted Secondary Façade Materials, max. 20%;* A request to allow secondary façade materials to exceed 20% on the following elevations:
 - (1) B2 – east elevation, 25%
 - (2) B4 – north elevation, 31%, east elevation, 31% & west elevation, 24%
9. §153.062(O)(12)(d)6, Parking Structure, Roof Types
- a. *Tower height / width, max. height may not exceed width;* A request to allow the height and width to exceed the allowable height (14 ft.) and width (14 ft.) for the tower on the following buildings:
 - (1) Tower height: B4/B5 16.88 ft.
 - (2) Tower width: B4 – south elevation 41.61 ft. & west elevations 27.15 ft. wide
 - (3) Tower width: B5 – north elevation 34.85 ft. & west elevations 48.18 ft. wide
10. §153.064(G)(1)/Table 153.064-A Open Space Types
Pocket Plazas, min. 300 sq. ft. / max 1,200 sq. ft.; A request to allow The “Plaza” – pocket plaza to exceed the size requirements for pocket plazas.
11. §153.065(B)(5)(a)-(d), Site Development Standards Parking Structure Design
- a. *Entrance/Exit, Number of Exits Lanes 5 required;* A request to allow one less (4) than the required entry / exit lanes.
 - b. *Stacking Spaces, two 20 ft. stacking spaces to be provided between ROW and entry gate;* A request to allow the stacking to occur interior to the structure.
 - c. *Interior Circulation, Ceiling Clearance, 12 ft. req.;* A request to allow the Mooney Street entry to be 10.66 ft. which is less than the minimum requirement.
 - d. *Pedestrian Safety / Circulation – Maximum distance to nearest exit 200 ft.;* A request to allow the maximum distance to the nearest exit to be exceeded by 60 ft.
12. §153.065(I)(2)(a) Walkability Standards
Mid-Building Pedestrianways, Requiring a mid-building pedestrianway on buildings over 250 ft. in length; A request to allow the following: B4 – 291.48 ft. building length without a mid-building pedestrianway.

13. §153.062(E)(2)(a) Building Types, Materials, Façade Material Transitions.

Material transitions shall occur at an inside corner; A request to allow the materials to transition at the return of the primary material to the material on the balcony interior for buildings B1, B2, B3.

d) Site Plan Review

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission, for the Site Plan Review with following 11 conditions should be considered:

1. That a Development Agreement be approved by City Council prior to issuance of building permits for any of the buildings (B1 – B4/B5), and that the agreement include the aerial easements for the pedestrian bridge encroachments;
2. That the applicant submit Minor Project Reviews 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 the applicant provide plans detailing the material transitions on the balconies for buildings B1, B2, and B3 at building permitting, subject to Planning and Building Standards approval; That the applicant provide additional details for the canopies at the building entrances, including material, illumination, and mounting details, prior to building permitting and to be reviewed and approved by the Planning and Zoning Commission with the Master Sign Plan or by the ART through the Minor Project Review process, as applicable;
 - b. That the applicant continue to work with the City and the DAC as they develop the final elements for the building B2 and Bridge Park Avenue pocket plaza located at the terminal vista of the pedestrian bridge; and
 - c. 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.
4. Open Space Conditions
 - a. That the building permit plans and Final Plat include notes that state that the Pocket Parks and Pocket Plazas will be maintained by the property owner, with public access easements.
5. Parking & Loading Conditions
 - a. That the applicant provides information about how the parking spaces within the garage are to be controlled and/or designated for resident use, valet use, etc. at building permitting;
 - b. That the applicant provide the cut sheets for the bicycle parking facilities (on-street and in the garages) at building permitting, subject to Planning approval; and
6. That the plans demonstrate compliance with the City of Dublin Stormwater Management Design Manual at building permitting, subject to approval by the City Engineer;
7. That the applicant address Engineering comments subject to approval by the City Engineer;
8. That the applicant verify that rooftop and parking garage mechanical units are screened in an architecturally appropriate manner in accordance with Zoning Code Section 153.065(E)(3) subject to Planning approval, prior to building permitting;
9. That the applicant revise the lighting plans and provide fixture power and efficiency information at building permitting to verify that the exterior lighting requirements of Zoning Code Section

153.065(F) and Engineering standards are met, subject to Engineering approval at building permitting;

10. That a Master Sign Plan be approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3); and
11. That the applicant addresses the comments in the "Additional Plan Review/Detail Comments" section of this report at building permitting.

PART VIII: Case History

Application for Final Development Plan, Site Plan, Conditional Use & Fee-in-Lieu

The Planning and Zoning Commission conducted a Development Plan Review, Site Plan Review, Conditional Use and the Fee-in-Lieu request at the July 9, 2015 meeting. The Development Plan, Conditional Use and Fee-in-Lieu were approved at this meeting. In response to the PZC feedback regarding the site and architectural plans the applicant agreed to table the Site Plan Review to address their comments and re-submit revised plans.

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.

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 phase), 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 significantly changed.

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.

C – Block – Development Plan & Site Plan Reviews

The Planning and Zoning Commission approved the Development Plan Review and Site Plan Review for the four buildings associated with C-Block, the other portion of this first phase of the Bridge Park development on the two blocks to the north of this site across Bridge Park Avenue, on Thursday, June 11, 2015.