

Development Plan Review, Site Plan Review, Conditional Use

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 (retail, restaurant, personal services) uses, 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 of a Development Plan Review and 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), a request for an Open Space Fee-in-Lieu in accordance with §153.064(D)-(E), and a request for review and approval of a conditional use for the parking structures under the provisions of §153.236.

Date of Application Submission

Tuesday, 3rd June 2015

Date of ART Recommendation to Planning and Zoning Commission

Wednesday, 1st July 2015

Date of Planning and Zoning Commission Determination

Thursday, 9th July 2015

Case Manager

Joanne L. Shelly, AICP, RLA LEED BD+C | Urban Designer / LA | (614) 410-4677 |
jshelly@dublin.oh.us



TABLE OF CONTENTS

I.	Summary of Required Actions	Pg. 3
II.	Overview	Pg. 4
III.	Review Procedures	Pg. 5
IV.	Application Contents & Analysis	Pg. 7
V.	Administrative Review Team Comments	Pg. 10
VI.	Review Standards	Pg. 16
VII.	ART Recommendations	Pg. 22
	a. Open Space Fee-in-Lieu Determination	Pg. 22
	b. Administrative Departures	Pg. 22
	c. Development Plan Review	Pg. 23
	d. Approval of Primary Materials	Pg. 24
	e. Site Plan Waivers	Pg. 24
	f. Site Plan Review	Pg. 26
	g. Conditional Use	Pg. 27
VIII.	Case History	Pg. 28

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 Administrative Review Team is required to make recommendations (approve/approve with conditions/disapprove) on 7 items with respect to the Bridge Park (B Block) application. These are listed in the order in which determinations are needed.

1) Open Space Fee-in-Lieu Determination

ART Recommendation: Approval

2) Administrative Departures – 8 proposed

ART Determination: Approval

3) Development Plan Review

ART Recommendation: Approval with 2 conditions

4) Primary Materials - 2 proposed

ART Recommendation: Approval of 2 additional primary materials

5) Site Plan Waivers – 12 proposed

ART Recommendation: Approval of 12 Waivers (with conditions)

6) Site Plan Review

ART Recommendation: Approval with 11 conditions

7) Conditional Use

ART Recommendation: Approval with 3 conditions

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>	Two blocks of development with 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. The proposal includes three new public streets. The blocks and streets 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 and Parking Structure
<i>Administrative Departures</i>	Refer to the attached Adm. Departure and Waiver Analysis.
<i>Site Plan Waivers</i>	Refer to the attached Adm. 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 Development Plan and Site Plan Reviews are 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 Development Plan Review, Site Plan Review, and Conditional Use. As a result, following acceptance of a complete application for Development Plan Review, Site Plan Review, and Conditional Use, 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, and §153.236 for Conditional Uses.

Application Overview

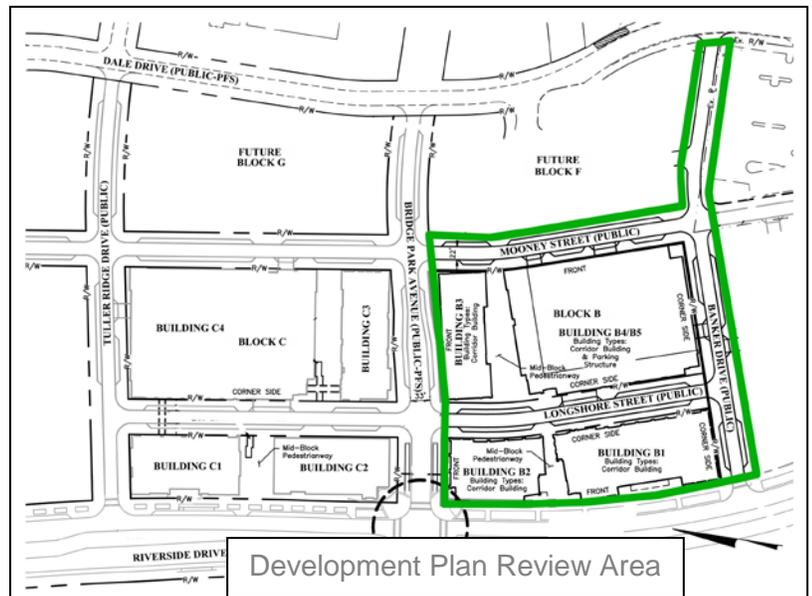
Development Plan Review. The purpose of the application for **Development Plan Review** is to evaluate the framework for the overall Bridge Park mixed-use development. The Development Plan Review includes an analysis of the project based on the Principles of Walkable Urbanism, the Community Plan's (Bridge Street District Area Plan) objectives for this area, and the Placemaking Elements described in the BSD Scioto River Neighborhood zoning district requirements.

The development framework sets the tone for the public realm, which encompasses the street network, block layout, and lots for development. The proposed Development Plan for this initial phase of development includes:

- A grid street network consistent with the approved Basic Development Plan;
- Segments of three new public streets (Banker Drive, a portion of Mooney Street, and a portion of Longshore Street);
- Two development blocks (lots/blocks 3 and 4) subdivided by public streets; and
- Portions of a shopping corridor designated along the south side of Bridge Park Avenue and the east side of Riverside Drive, south of Bridge Park Avenue.

Site Plan Review. 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.

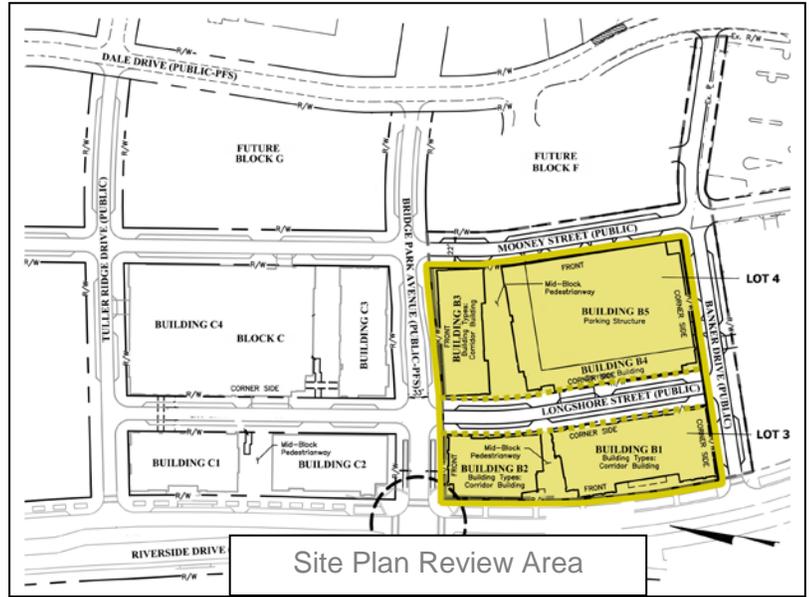
As part of this application, the Site Plan Review applies only to the first phase of development for the Bridge Park mixed-use development project: lots/blocks 3 and 4, including four buildings and associated open spaces proposed on the two blocks.



Conditional Use. Approval of a **conditional use** is required for all parking structures along public street frontages (§153.059(C)(3)(g)1). The proposed parking structure on lot/block 4 is sited along and will be visible from Mooney Street and Banker Drive.

Waivers. Waivers may be submitted for any project elements that deviate from one or more of the requirements of the Bridge Street District 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.

Open Space Fee-in-Lieu Request. While this application includes the provision of approximately 0.33 acres of the total requirement for 1.08 acres, the applicant is requesting approval of a fee-in-lieu of open space dedication for the remaining 0.75 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 §153.064.



Application History

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

Future Applications

The current applications of the Bridge Park mixed-use development for Development Plan Review, Site Plan Review, and Conditional Use review are the final steps prior to building permitting for this phase of development (buildings B1-B4/B5 on lots/blocks 3 and 4). Future Development and Site Plan Reviews, as applicable, will be required prior to development of other phases.

An application for section 2 the Bridge Park East Final Plat shall 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 Review 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 for this initial phase of the Bridge Park mixed-use development project:

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
- Open Space: 1 Pocket Park and 5 Pocket Plazas (approx. 0.33 acre total)

Development Plan Review

The project elements reviewed as part of the Development Plan Review include the proposed street network, block framework and street types in accordance with §§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 Review includes the following streets to be dedicated as public right-of-way (platted): Banker Drive (between Riverside Drive and Mooney Street), Mooney Street (between Bridge Park Avenue and Banker Drive), and Longshore Street (between Bridge Park Avenue and Banker Drive). A public access easement (between Mooney Street and Dale Drive) will be dedicated for the future continuation of Banker Drive.

Block Size and Access. The Development Plan Review 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, including the Principles of Walkable Urbanism. This application includes the following blocks for development:

- Lot/Block 3 – Frontages along Riverside Drive, Bridge Park Avenue and Banker Drive; includes designated shopping corridors along Bridge Park Avenue (the north block face) and portions of the western block face along Riverside Drive.
- Lot/Block 4 – 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 north block face along Bridge Park Avenue.

Street Types. The approved Preliminary plat incorporated the typical street sections required by the City that are appropriate for Bridge Park Avenue (Principal Frontage Street), Mooney Street, Longshore Street, and Banker 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 foot to 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 the 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 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.	<p><u>Street Level</u> Eating & Drinking, Retail</p> <p><u>Floor 2</u> <u>Office</u></p> <p><u>Floors 3-6</u> <u>Residential</u></p>	153,935 sq. ft.	<p>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 provide definition to 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 6th floor and accenting the northwest and northeast corners of the building.</p> <p>A large terrace on the 3rd 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 (B4/B5) across Longshore Street to the residential units on the upper stories.</p>
B2 Corridor Bldg.	<p><u>Street Level</u> Eating & Drinking, Retail</p> <p><u>Floor 2</u> <u>Office</u></p> <p><u>Floors 3-6</u> <u>Residential</u></p>	88,442 sq. ft.	<p>Placed 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.</p> <p>Upper levels are clad with a combination of ivory and red brick. Fiber cement panels are proposed for the 6th floor. 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 together with the tower element on building C2 helps to frame the gateway at the intersection.</p> <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>
B3 Corridor Bldg.	<p><u>Street Level</u> Eating & Drinking, Retail</p> <p><u>Floors 2-5</u> Residential</p>	83,372 sq. ft.	<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>

Bldg.	Uses	GFA (Approx.)	Building Description
<p>B4 Corridor Bldg. and 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. By providing different façade materials from the C5 garage the building materials will also assist with wayfinding.</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 and 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 of open space are provided (counting 0.75 acres of the future riverside park toward the requirement), with a proposed fee-in-lieu for the remaining 0.75 acres if approved by the Planning and Zoning Commission. Refer to the attached Site Plan 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 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 (850 spaces) parking (no surface parking lots). 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 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. The ART recommends that the applicant continue coordinating the public and private project plans and working through the issues identified below and in the attached Development Plan Review and Site Plan Review Analyses as part of building permitting.

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 for this first phase of development. 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 various physical and design aspects of the project.

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 B2 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 previously approved building C2 on the north 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 riverfront area of the Bridge Street District.

Accordingly, building B2 presents an opportunity for a “terminal vista,” or an eye-catching view at the end of a critical view shed. During previous ART reviews members commented that the northwest corner element needed additional elements to fully realize this opportunity and that more was needed on the pedestrian realm at the sidewalk level to define the gateway.

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 seated in a granite plinth 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

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 flexible, 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 buildings 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, as expected, 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 by the ART for some individual tenants to ensure the architectural appropriateness of these modifications and to ensure that the overall BSD building type requirements are met.

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

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 have difficulties meeting many of the building type requirements of the Code. Accordingly, walls and screening have been provided to camouflage these facilities.

The ART has discussed the importance of considering the design of open spaces in a three-dimensional sense rather than just in “plan view,” or in two dimensions. The ART has asked the applicant to consider working with the Dublin Arts Council (DAC) to provide additional visual interest throughout the site 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 Planning and Zoning Commission and City Council have consistently requested that the applicant work toward an innovative design approach to parking structures in Bridge Park. Building B4/B5, which is 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). A conditional use approval for the parking structure is required since it is visible from the public street right-of-way.

Since the Basic Plan Review, the applicant has introduced the vegetated “Green Screen” material at the elevator over runs and the southeast notched corner of the parking structure to 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 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 and would not have been on the street in any case. 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 (PZC June 11, 2015).

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 & 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.

Exterior Materials: Permitted Primary and Secondary Materials

The applicant is proposing to use the permitted 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 composite metal panels (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, for B Block only in the locations shown on the buildings, consider CMP and metal mesh panels to be high quality durable materials. 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 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). Composite metal trim is also proposed to detail specific architectural elements, such as canopies.

Administrative Departures

Based on the building analysis, some specific elements of individual buildings qualify for consideration as Administrative Departures.

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 on-site open spaces, each having its own unique character and identity, are provided.

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 seat walls and a few Adirondack chairs which add some colour contrast to the brick and concrete hardscape materials. The 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. Elegant overhead pendants light the space.

“Plaza” Open Space – Pocket Plaza

A Waiver required for size in that this exceeds the maximum size for a 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 seat walls and a few Adirondack chairs which add some colour contrast to the brick and concrete hardscape materials. The This space also 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. Elegant overhead pendants light the space. For building B2 the applicant is showing a large private patio adjacent to the plaza along Riverside Drive as well as a private terrace overlooking the 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 pocket plaza includes seat walls allowing for views of the park and pedestrian bridge, and space for a future public art piece this should be coordinated through the DAC with potential art installation at building C2.

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). In addition a large staircase proposed at the central entrance to building B1 on the west face will provide temporary seating for those passing 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 activities 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 also be constructed with the local street improvement.

Stormwater: The public improvements will 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 located in building B1 serves buildings B1 & B2, the second located in the building B4 serves buildings B3 & B4. 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 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, given the applicant's desire to advance the project in an expedient manner these comments are provided for the applicant's benefit.

1. The plans should be modified to demonstrate better coordination:
 - a. Some tree, light pole, and utility locations still appear to be in conflict with each other and other site furnishings, plans submitted for permitting should show all three on one plan in order for staff to clearly identify conflicts or verify that no further conflicts exist.
 - b. Where placed within the streetscape, bike racks should be sited and aligned within the furnishings zone. Bike racks that inhibit pedestrian paths should be relocated.
1. 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 an appropriate 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.
2. Site Design
 - a. The column, plinth and proposed art opportunity at the pocket plaza (BPZ-1) at the Riverside Drive/Bridge Park Avenue intersection of building B2 should relate to the design and any potential art installation for building C2's pocket plaza in order to create a unified pedestrian gateway experience, subject to Planning and Parks approval.
 - b. Details for all tree grates and permeable pavers need to be approved by Service Department through the permitting process.
 - c. All of the pre-cast concrete curbs and seating walls should be designed to deter skateboard grinding. Designs should be submitted through permitting to be approved by the Public Service Department.

PART VI: REVIEW STANDARDS

Refer to page 3 for a summary of Required Actions.

1) 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.

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 (1.08 acres) within the boundaries of the 5.74 acre site would result in a development that is not only less intense, but much less urban, at approximately 20% open space instead of development.

The site plan shows the provision of one substantial open space – “The Passage” and a second smaller space - “Plaza” – that are intended to serve as mid-block pedestrian ways as well as provide some passive 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 (0.75 acres) of the future 12-acre Scioto riverfront park, which is within the Code required 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 §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. With the 0.39 acres previously approved for an open space fee-in-lieu for C Block, this acreage is sufficient to assist with providing a portion of the need for the remaining 0.75 acres of required open space for B Block.

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

Met. There are no direct physical site conditions that might render it fully impractical to provide the required open space. However, doing so would render this site much less urban.

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.

2) Administrative Departure Review Criteria

Refer to the list of proposed Administrative Departures on page 26 of this report.

1. 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.

Met.

2. 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.
Met.
3. 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.
Met.
4. 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.
Met.

3) 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 §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 §153.060.

3. Street System is Consistent with the BSD Street Network Map of §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 §§153.057-058 and Coordinate with the Proposed Development

Met. 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.

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 §153.063

Met with Waiver. 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 mid-block pedestrianways are not in the middle third of the block and require Waivers. A Master Sign Plan must be approved by the Planning and Zoning Commission for the shopping corridor areas prior to occupancy of any of the buildings (B2 and B3).

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 B1 – B4/B5 and before the Final Plat for Bridge Park, Phase 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.

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.

4) 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 proposed 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. 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 228 dwelling units and 42,644 sq. ft. of office uses, 25,781 sq. ft. of retail use, 29,719 square feet of eating and drinking in this phase, 1.08 acres of publicly accessible open space is required. The applicant is proposing to count 0.75 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 public open spaces have been provided throughout the site, a few modifications to *some* of the open spaces are necessary 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.

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 is

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 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.

5) 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 with respect to the parking structure facing public streets:

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. The proposed parking structure (building B4/B5) will be harmonious with the intended urban character of the Bridge Park mixed use development.

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/Waiver. The proposed parking structure meets applicable zoning requirements for circulation, with the exception of the stacking between the entry gate and the ROW.

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: ART Recommendations and Planning & Zoning Commission Determinations

Refer to page 3 for a summary of Required Actions.

a) 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 0.75 acres of the required 1.08 acres of open space for this phase of the Bridge Park mixed-use development.

b) Administrative Departures

The Administrative Review Team **approved** the following 8 Administrative Departures:

The Administrative Review Team has reviewed this application based on the review considerations for Administrative Departures (refer to page 29), and approval of the following are recommended:

1. Balcony Dimensions – Code Section 153.062(I) – requiring a 6 ft. depth for balconies. Allow the balconies on buildings B1 & B2 to range in depth from a 5.5 feet minimum while maintaining a minimum of 30 square feet on all balconies.
2. Front Property Line Coverage – Section 153.062(O)(5)(a)1 – Allow the front property line coverage to be 89% for building B5, where the requirement is 90%.

3. Story height – Section 153.062(O)(5)(b) – 12 ft. maximum upper story height permitted. Allow building B5 to have a 12.5 ft. upper story height.
4. Transparency – Section 153.062(O)(5)(d)1 – Allow the following:
 - a. B1 – Upper Story Street Façade Transparency (30% required): 29% on west, Longshore Street elevation;
 - b. B2 – Upper Story Street Façade Transparency (30% required): 29% on the 3rd, 4th & 5th story of the west elevation (Riverside Drive); 29% on 6th story of the north elevation (Bridge Park Avenue); 29% on the 6th story of the east elevation (Longshore Street).
5. Vertical Increments Require – Section 153.062(O)(5)(d)4 – No greater than 45 ft. Allow the following:
 - a. B1 – 47.33 ft. on the west elevation (Riverside Drive), 46.62 ft. on the north elevation (open space).
 - b. B4 – 45.60 ft. on the west elevation (Longshore Street); 48.93 ft. on the north elevation (open space).
6. Primary Façade Materials – Section 153.062(O)(5)(d)5 – 80% permitted primary materials required. Allow the following:
 - a. B1 –78% primary on the west elevation (Riverside Drive), 74% primary on the north (open space) elevation, 72% primary on the south (Banker Drive) elevation.
 - b. B2 –75% primary on the east (Longshore) elevation.
 - c. B3 –72% primary on the west elevation (Riverside Drive), 78% primary on the east (Longshore) elevation.
 - d. B4 – 76% on the west elevation (Longshore Street).
7. Tower Height – Section 153.062(O)(5)(d)6 – Allow the tower height to be 13.04 ft., where the maximum permitted height is 12 ft.
8. Mid-Building Pedestrianways - Section 153.065(I)(2)(b) Walkability Standards – Requiring a mid-building pedestrian way on buildings over 250 ft. in length. Not requiring a mid-building pedestrian way for building B1 (255 ft. building length).

c) Development Plan Review

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission for the Development Plan Review, with 2 conditions:

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 B1 – B4/B5) and recording of the Final Plat for Bridge Park, Phase 1 (B Block); and
2. That a Master Sign Plan is approved by the Planning and Zoning Commission for the shopping corridor segments prior to occupancy of any of the buildings (B2 and B3).

d) 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)

e) Site Plan Waivers

The Administrative Review Team recommends **approval with conditions noted** to the Planning and Zoning Commission of the following 12 Site Plan Waivers:

1. Code Section 153.062(D)(1)(a)-(c) Parapet Roof Type
 - a. Parapet Roof Height between 2 ft. – 6 ft.
 - b. Parapet shall wrap all sides of building
 - c. Horizontal Shadow Lines
2. Code Section 153.062(N)(4)(a)5 Façade Requirements
 - a. Visible Vents/AC Units/Other Utility Elements
 - Condition: the utility element materials and colours will be chosen to match building material colours
3. Code Section 153.062(O)(5) & (12) (1)a Building Siting
 - a. Front Required Building Zone, building B1, 128 ft. of the building is outside of the RBZ
 - b. Corner Side RBZ, building B5 encroaches on the 5 ft. min. RBZ requirement
 - c. Right-of-Way Encroachments, the building B5, parking structure, the pedestrian bridge encroaches on the Longshore Street ROW.

Condition: The Development Agreement will include the encroachment easements for the pedestrian bridges.

4. Code Section 153.062(O)(5)&(12) (a)(2) Buildable Area
 - a. Maximum Impervious Lot Coverage exceeds 80%
 1. Lot 3 - B1 & B2, 98% impervious
 2. Lot 4 – B3 & B4/B5, 98% impervious

Condition: applicant will continue to work with the ART to improve percentage of pervious hardscape
5. Code Section 153.062(O)(5)(d)1-2, Façade Requirements, Transparency
 - a. Ground Story Street Facing, min 60% - building B4, west, east & south elevation at residential units
 - b. Street Façade Blank Wall Limitation – building B4, west elevations – service
 - c. Street Façade Blank Wall Limitation – building B5, south elevation - grade change
 - d. Non-Street Façade, less than the 15% minimum transparency - building B4, north elevation –

grade change

- e. Non-Street Façade, blank wall not permitted - building B1 & B4, north elevation – grade change

Condition: That the applicant continue to work with Planning to provide appropriate screening.

6. Code Section 153.062(O)(5)(d)3, Building Entrances

- a. Principal Entrance Location on a primary street façade, buildings B2 & B3 not on a PSF
- b. Street Façade Number of Entrances - building B4, lobby provided in lieu of multiple entries
- c. Street Façade Number of Entrances – building B5, number required not provided - one provided on each façade

7. Code Section 153.062(O)(5)(d)4, Façade Divisions

- a. Vertical Increments Division, no greater than 45 ft.
 - 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, top of ground story- building B5 - no divisions provided in Green Screen

8. §153.062(O)(5)(d)5, Façade Materials

- a. Permitted Primary Façade Material, 80% min.
 - 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, 20% max.
 - 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

Towers Height & Width, allowable height 14 ft.; allowable width 14 ft.

- 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 - The "Plaza" does not meet size requirements for size

11. §153.065(B)(5)(a)-(d), Site Development Standards Parking Structure Design

- a. Number of Entrance/Exits required- 5 required, 4 provided
- b. Stacking Spaces, location - not provided between gate and RoW
- c. Street Entry Clearance, 12 ft. req. – Mooney Street entry is 10.66.
- d. Pedestrian Safety/Circulation – Maximum distance to nearest exit, exceeded by 60 ft.

12. §153.065(I)(2)(a) Walkability Standards

Mid-Building Pedestrianway required on buildings over 250 ft. in length - building B4 length is 291.48 ft.

Waivers to be considered if the Reviewing Body approval for additional Primary Materials is not approved.

§153.062(O)(3). Building Types, Apartment buildings – Min. primary façade material 80%

1. Bldg. B1, front, side & rear elevations
2. Bldg. B5, front & side elevations

f) Site Plan Review

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission, for the Site Plan Review with following 12 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 obtain 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 the balconies are modified to provide the required material transitions on the interior of the corner of the balconies;
 - b. 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;
 - c. 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
 - d. 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 applicant continue to work with ART to provide a variety of design and seating opportunities with in the pocket plaza prior to building permitting, subject to Planning approval;
 - b. That the building permit plans and Final Plat include notes that state that the Pocket Parks and Pocket Plazas will be owned and maintained by the property owner, with public access easements; and
 - c. That the applicant continue to work with Staff to ensure that additional pervious pavement is provided within the open space, subject to Planning and Engineering approval at building permitting.
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. Screening Conditions: That the 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.

g) Conditional Use

The Administrative Review Team recommends **approval** to the Planning and Zoning Commission of the Conditional Use to allow parking structures visible from the right-of-way with 3 conditions:

1. That the interior circulation plans are revised at building permitting to allow for adequate stacking space at each entry to the garage between the ROW and the entry gate (building B4/B5);
2. 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; and
3. That the applicant enhance the pedestrian entrance along Mooney Street with pedestrian scale features such as brick paving wrapping into the garage; protective bollards or fencing to separate the vehicular space from the pedestrian walk and pedestrian scale canopy.

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 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 (final) Development and Site Plans 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.