

## PLANNING REPORT

### Planning & Zoning Commission

Thursday, September 5, 2024

# Bridge Park Block H 24-099INF

<https://dublinohiousa.gov/pzc/24-099/>

#### Case Summary

Address	PIDs: 273-012752 and 273-012751
Proposal	Modifications to a previously approved development consisting of 42 single-family attached units and associated site improvements.
Request	Request for Informal Review and non-binding feedback on a previously approved Final Development Plan application.
Zoning	BSD – SRN, Bridge Street District – Scioto River Neighborhood
Planning Recommendation	<u>Consideration of the discussion questions.</u>
Next Steps	Upon receiving feedback from the Planning and Zoning Commission, the applicant may incorporate the feedback and submit an Amended Final Development Plan (AFDP)
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#### Community Planning and Development



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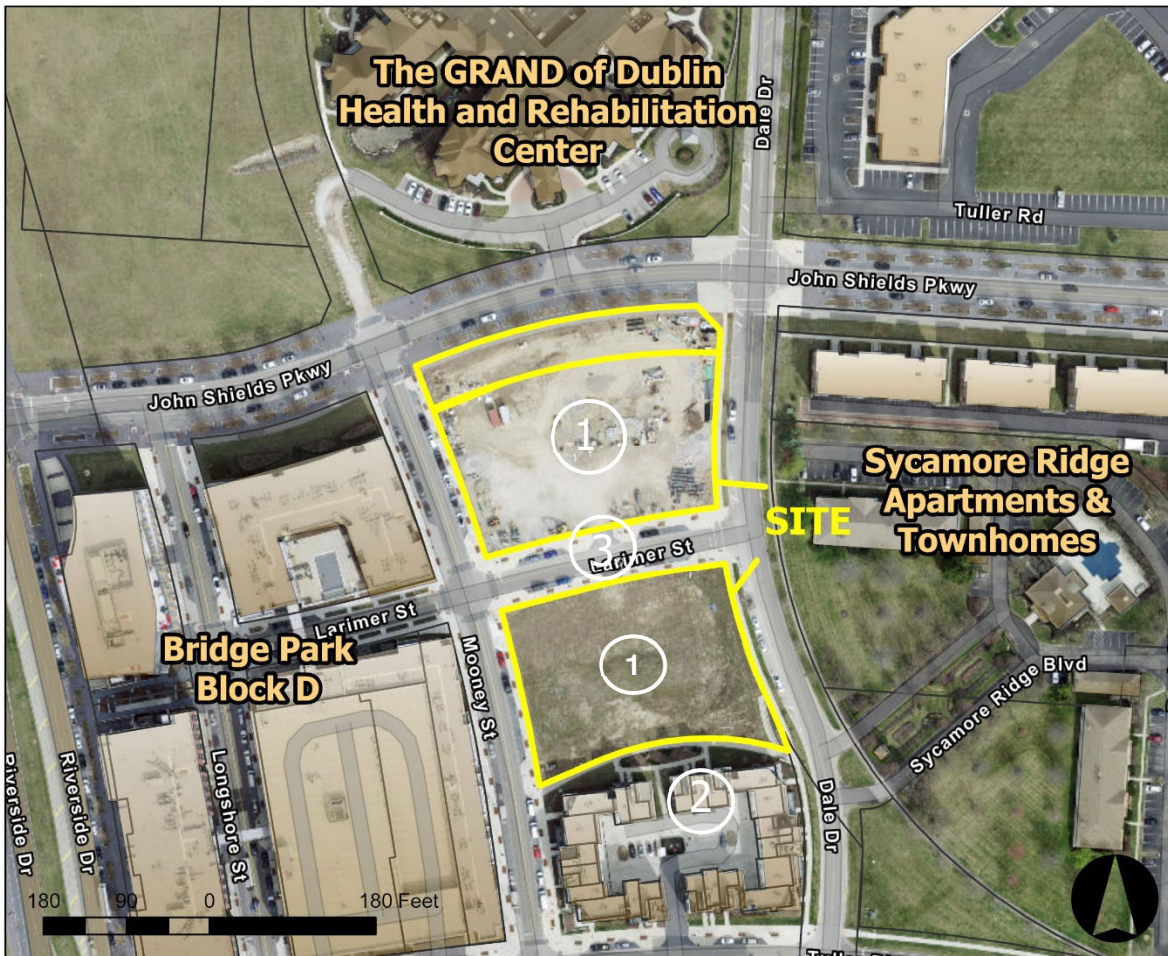
Site Location Map

# 24-099INF - Bridge Park, Block H



### Site Features

- 1 Project site (H2 & H3)
- 2 Existing Townhomes and Open Space (H1)
- 3 Proposed Curb Cut Modifications



## 1. Background

### Site Summary

The combined ±2.2-acre site consists of two parcels zoned BSD-SRN, Bridge Street District – Scioto River Neighborhood. It is located south of John Shields Parkway, between Mooney Street and Dale Drive, and bisected by Larimer Street. Both parcels are located in Block H and were previously granted approval for Phases H2 and H3 of the block development, with access to each via Larimer Street. The southern parcel (Phase H2) is 1.09 acres in area with frontage on Larimer Street, Dale Drive, and Mooney Street. It is adjacent phase H1, which contains two townhome structures built in 2019. The northern parcel (Phase H3) is 1.15 acres in size with frontage on all four roads including John Shields Parkway.

### Case History

#### *July 2017*

The Planning and Zoning Commission approved a Site Plan Review and Waiver Review for a residential development of 64 condominiums in Block H. Phase H1 with 23 townhomes was completed in 2019. Larimer Street was also constructed as part of that project, and included sidewalks, on-street parking and curb cuts to serve Phases H2 and H3. This was a modification to the previously approved Site Plan Review, as noted below.

#### *December 2016*

The Planning and Zoning Commission approved a Site Plan Review and Waiver Review for a residential development of 73 townhomes in six buildings.

### Process

An INF gives the Commission the opportunity to provide the applicant with non-binding feedback on a development concept. Following an INF, the applicant may submit an Amended Final Development Plan (AFDP) application for formal review, which is required when any changes to a previously approved Final Development Plan (FDP) are requested. PZC is the reviewing body for an AFDP.

- 0) Informal Review (INF)
- 1) Concept Plan (CP)
- 2) Preliminary Development Plan (PDP)
- 3) Final Development Plan (FDP)
- 4) Amended Final Development Plan (AFDP)

## 2. Bridge Street District

### BSD-SRN, Bridge Street District – Scioto River Neighborhood

The BSD Code establishes Neighborhood Districts where special attention to location and character of buildings, streets, and open spaces are important to establish a coordinated mix of uses that fulfills the objectives identified in the BSD Special Area Plan within the Community Plan. Each neighborhood anticipates the conceptual layout of critical elements including street connections, open spaces, and gateways.

The BSD-SRN Neighborhood District provides a significant opportunity for a well-planned and designed neighborhood with a balanced mix of land uses. Predominant land uses include a residential presence to complement and support a strong mix of uses, with office employment

and supporting service and commercial uses. A comfortable, walkable street network is intended to convey a strong sense of connection between each of these diverse but complementary land uses.

The site is centrally located in the neighborhood and is bordered by John Shields Parkway to the north and Mooney Street to the west. John Shields Parkway is identified as a greenway that connects BSD-SRN with Sawmill Center Neighborhood, creating bicycle and pedestrian connections as well as natural corridors. Greenways are intended to provide a combination of informal and well organized, primarily linear open spaces that serve to connect open space types and major destinations within and outside the Bridge Street District. The John Shields Greenway has already been dedicated with the original approval of Block H, with the greenway owned and maintained by the City.

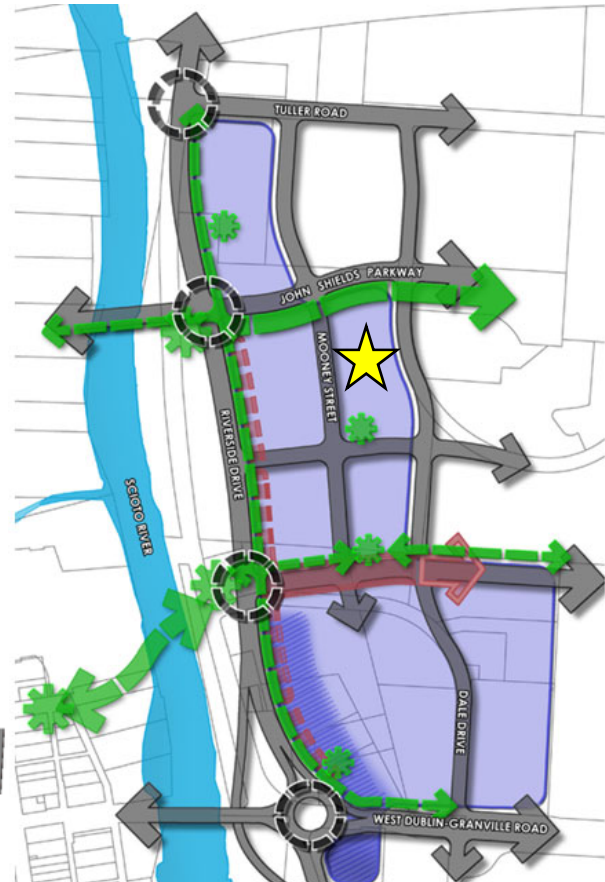
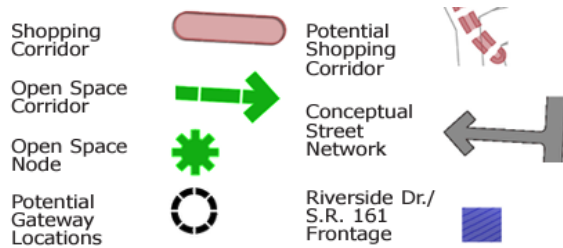


FIGURE 153.063-D. ILLUSTRATION OF SCIOTO RIVER DEVELOPMENT STANDARDS

### 3. Project

The applicant is requesting non-binding feedback on proposed changes to the site and building design of the previously approved single-family attached units.

The H Block, as approved by the Commission in 2017, consists of 64 units spread across three phases. The proposed changes involve adjustments to the building layout, site access and architecture within Phases H2 and H3. Any modifications are required to comply with all requirements of the BSD Code to ensure that the buildings are designed to complement each other. The applicant seeks feedback on the proposed modifications.

### 4. Plan Review

#### Discussion Questions

#### 1) Does the Commission support the proposed layout and access?

The proposed layout is generally similar to the previously approved plan. The applicant is now proposing multiple individual buildings as opposed to the previously approved

arrangement with two U-shaped buildings in each phase. The proposed new layout will not significantly alter the building orientations towards the streets, nor the principal entry



*Approved FDP*



*Proposal*

locations of the townhomes.

The applicant plans to relocate the curb cuts on both sides of Larimer Street closer to Dale Drive. This change will require modifications to existing infrastructure, and the applicant will execute and oversee these modifications. Engineering has concerns with the sight distance triangle for the proposed curb cuts, and the applicant would be required to ensure compliance with the applicable standards at the next step. As proposed, on-site parking would be provided only through garages incorporated into each townhome unit. The plan does not include an interior auto court, which was previously approved to meet the parking requirement for the entire H Block. At this conceptual stage, it is unknown if the parking requirements are met. The applicant must ensure that the requirements are met at the next step. The Commission should consider whether the proposed layout and the modified access are appropriate.

**2) Does the Commission support the building design and architectural elements and how they fit within the intended character of the area?**

In 2017, the Commission approved the FDP for all the buildings within Block H. The approved architecture was contemporary, with each of the buildings having a consistent



*Approved FDP*

character expressed through material finishes and numerous details, which helped to break down the massing of the facades into a pedestrian scale. The Commission strongly supported the details and architectural variations, which created a unique and diverse façade within BSD.



*Proposed view from John Shields Parkway*

The currently proposed renderings show townhomes characterized by simplified geometric forms, minimal projections, and almost uniform roof elevation. All would have front stoops with railings at the entrances, and a few incorporate Juliet balconies, railings, and additional building materials to provide some variety. Balconies are proposed above the garage doors on the rear elevations.



*Proposed view from Larimer Street*

The proposed construction emphasizes the use of brick for the facades, using two different brick colors to create visual diversity and attempt to mitigate the uniformity of the building exteriors. It is recommended that facade diversity be incorporated to maintain architectural interest and consistent character across all

three buildings through material finishes and details. Also recommended are creative solutions to enhance the design of the side elevations of corner units and the rear elevations where visible from the street or adjacent properties. The Commission should consider whether the proposed building design, form, and architectural elements are appropriate for H2 and H3.

### 3) Does the Commission support the proposed streetscape?

The intent for the neighborhood is to establish a highly pedestrian-friendly streetscape. In particular, the John Shields greenway corridor is intended to provide connections to the



*Approved FDP*



east, and buildings fronting on it are envisioned to help enhance the pedestrian and bicyclist experiences.



*Proposed*

As proposed, there would be some gaps between the buildings facing the greenway. Care should be taken to screen any views to the parking in the rear while maintaining architectural interest along the street. Screen walls are proposed between the Phase 3 buildings along the Mooney Street and Dale Drive frontages. They are intended to screen the interior parking as well as the garage doors at the end units. Per Code, the screen walls must be designed to align with the building's architectural character. The screening walls present an excellent opportunity for design interventions to create a pedestrian-friendly streetscape. It should be noted that no walls are currently shown along the Larimer Street frontage, and it is not clear if they would be utilized along the common open space between Phases H1 and H2.

The Commission should consider whether the proposed streetscape is appropriate for BSD.

#### **4) Any additional considerations from the Commission.**