

MEMORANDUM

TO: Bridge Street District Code Update Stakeholder Committee
FROM: Don Elliott, FAICP, Clarion Associates
DATE: March 25, 2019
RE: Summary of BSD Design Guidelines– Part 3

Background

Clarion Associates and CodaMetrics (the “Clarion Team”) are under contract to update several portions of the Dublin Bridge Street (Zoning) District (“BSD” or “the BSD code”). One of the key goals of this update is to improve the design of new development in the Bridge Street District while making the application review process simpler, more efficient, and more predictable. One of the key ways to achieve those goals is to move some of the more detailed building and open space design regulations from the BSD zoning regulations into a set of BSD Design Guidelines. Those guidelines will function as guidelines for consideration by staff, the ARB, and the Planning and Zoning Commission rather than as standards that require a waiver or adjustment as part of the project review and approval process. Drafts of the (shorter) BSD Zoning and (new) BSD Design Guidelines have been prepared. This memo outlines the content of the BSD Design Guidelines in four key areas.

1. Users Guide
2. Vision
3. Principles of Walkable Urbanism
4. Lots and Blocks
5. Streets

The introduction of and changes to each of these sections are outlined below.

1. – Users Guide

- The Users Guide highlights the intended purpose and expectations behind the BSD Design Guidelines, and outlines the relationship between the BSD design guidelines and the BSD zoning regulations.
- Section 1.3 How the Guidelines are Applied during the Development Review Process outlines how these guidelines should be used and interpreted by varying stakeholders: Developers and Property Owners; Architects, Landscape Architects and Engineers; Decision Makers; and the General Public. This section also highlights that the use of the word “should” in the design

guidelines does not prevent the City from requiring compliance when that is consistent with other design elements and zoning requirements.

2. – Vision

- The Vision Statement and Principles are taken directly from the Bridge Street Corridor Vision Plan that was adopted by City Council in 2010.
- Section 2.1 Vision Statement outlines the significance of the BSD for Dublin and highlights the benefits of mixed-use districts more generally. It also clarifies that the vision for the BSD will be implemented by requiring compliance with BSD zoning regulations and encouraging compliance with as many of the BSD Design Guidelines as feasible (the second paragraph was not part of the 2010 Vision Plan).
- Section 2.2 Vision Principle outlines in substantive detail the five principles that were called out in §153.057 General Purpose of the BSD zoning code.

3. – Principles of Walkable Urbanism

- New section 3.5 Walkability summarizes the five Walkability Objectives previously outlined in §153.065-I Site Development Standards - Walkability Standards of the BSD Development Code.

4. – Lots and Blocks

- The introduction describes the intention of the City to move towards a dense, walkable environment through a new lot and block layout, corresponding with §153.060 of the BSD Zoning Code.
- A preface has been added to sections 4.2 Block Access Configurations, 4.3 Mid-Block Pedestrianways, and 4.4 Typical Lot Configuration describing their general purpose.
- Sections 4.1 Block Configuration and 4.2 Block Access Configuration have been moved to the BSD Design Guidelines from the BSD Code.
- Section 4.1 Block Configuration outlines the relationship between the block configuration guidelines and the adopted Street Network Map. Regulations on rectangular block shape and front property line arrangement (requiring front property lines along at least two sides of the block) have been brought over from the BSD Code. This provides flexibility in that a site that is not level may require variation in the rectangular block shape.
- Section 4.2 Block Access Configuration introduces new provisions about primary and secondary vehicle access points that clarify the prioritization of the pedestrian streetscape over vehicular access points. Text in 4.2c Access Design Standards was directly carried over from the BSD Code.
- Section 4.3 Mid-Block Pedestrianways consolidates and rewords text regarding mid-block pedestrianways from the BSD Code. A new provision differentiates mid-block pedestrianways from mid-block street crossings (4.3c) to resolve confusion, and this differentiation is also noted in 5.7b. A new provision specifies landscaping practices designed for the beginning and end points of mid-block pedestrianways (4.3h).
- The regulations in Section 4.4 Typical Lot Configuration were brought directly over from the BSD Code.

5. – Streets

- The introduction describes the purpose of street design guidelines as furthering the BSD Special Area Plan, corresponding with §153.061 of the BSD Code.

- The street right-of-way section (5.1) is divided into pedestrian, bicycle and vehicle realms. Principles for creating great streets, such as establishing an image and sense of identity, are outlined in Section 5.2.
- Section 5.3 Street Network Map again clarifies the relationship between the Street Network Map and the BSD Design Guidelines. More specifically:
 - §153.061-C-2 of the BSD Code states that the Street Network Map is representative of a general pattern of development for the BSD. The Code details regulations around street alignments, including that alignments are subject to change up through the Final Development Plan and that existing alignments may be required to be brought up to code (153.061-C-2-a).
 - Section 5.3 of the Design Guidelines states that the construction of new streets and the realignment of existing streets are to be consistent with the Street Network Map. It also reiterates that alignments are subject to change up through the Final Development Plan (5.3d) and that existing alignments may be required to be brought up to code (5.3e).
 - New provision 5.3b gives authority to the City Engineer to make exceptions regarding replacement or unnecessary connections that do not conform to the Street Network Map. New provision 5.3c Avoidance of Natural Features states that streets should be designed to follow natural features. These two provisions outline the two primary circumstances where deviations from the Street Network Map are supported.
- Section 5.4 includes comprehensive guidelines for alleys, including information regarding their functionality, character and safety, and their potential for pedestrian-orientation. This is new information collected from various sources, including the *Urban Street Guide* of the National Association of City Transportation Officials. The two images are place holders, but represent policy direction relative to the functionality of alleys.
- §153.061-B of the BSD Code classifies existing and planned streets by street family (Corridor Connector Streets, District Connector Streets, Neighborhood Streets, and Alleys and Service Streets). These street families establish a framework of street character for the BSD.
 - The BSD Design Guidelines identifies Streetscapes (5.5) designed with reference to each of the street families: Signature Streetscapes (heavy travelled, major connectors) generally correspond with the Corridor Connector and District Connector Street Families; and Standard Streetscapes (neighborhood streets, internal connectivity) generally correspond with the Neighborhood Street Family and less prominent District Connector streets. The different material used for these two streetscapes is described. Appendix A provides the current materials specifications required by the City.
- The BSD Code includes several regulations regarding street trees, including planting requirements in the §153.065-D-3. BSD Design Guidelines Section 5.3c Street Trees consolidates updated design regulations for street trees, establishes parameters on tree openings and grates, and requires consultation with the City.
- BSD Code §153.059-C-4-h Outdoor Dining and Seating and §153.065-E-2-a Street Wall Design, Location, and Landscaping regulate seating with regard to its function within a business and its effect on street wall height. Section 5.6 Seating Areas of the Design Guidelines outlines and updates general parameters around where seating areas should be located and how much

seating is required (one linear foot of seating for every six linear feet of public or private street frontage).

- The content for Section 5.7 Crosswalks was brought over from the BSD Code to the Design Guidelines. Non-substantive text changes were made for consistency with the language of the Design Guidelines.
- BSD Design Guideline Section 5.8 Bicycle Facilities outlines varying accommodations (cycle tracks, bicycle lanes and shared lanes) that can be made to accommodate bicyclists in the street right-of way. This provision was moved to the Design Guidelines from the BSD Code and includes more detail than the Code. Section 5.8b Amenities encourages the development of bicyclist amenities (such as showers facilities) beyond the minimum required to receive a parking reduction. The Design Guidelines are more aspirational than the BSD Code, which only outlines the requirements for bicycle parking, path connections, and parking-reduction bonuses.
- BSD Code § 153.065-H clarifies that site development may include public art in accordance with the City policies and procedures and the Design Guidelines. BSD Design Guidelines Section 5.9 Public Art highlights where public art is appropriate and that permitting is required for art in the public right-of-way.
- The BSD Code does not include detailed regulations about transit facilities, except where transit stops are listed in use tables or where the proximity of stops may lead to parking reduction requirements. Section 5.10 Transit Facilities or Amenities of the BSD Design Guidelines is aspirational in nature, encouraging the expansion of public bus service throughout the Bridge Street district, and encouraging development along a bus line to include the installation of a bus shelter, seating facilities or amenities (5.10a). The Guidelines clarify that the City Engineer must be involved before any projects to be installed in a public right-of-way (5.10b).
- The content for Design Guidelines Section 5.11 Building Access Zone was brought over from the BSD Code to the design guidelines with only non-substantive text changes.
- The content for Section 5.12 Vehicular On-Street Parking was relocated from the BSD Code to the Design Guidelines. An introduction was added that highlights the benefits of on-street parking. Section 5.12b Counting On-Street Parking refers to the BSD Code Parking and Loading provisions (§153.065-B) for information on parking requirements.
- The content for Design Guidelines Section 5.13 Room to Pass was brought over from the BSD Code to the design guidelines with only non-substantive text changes.
- The content for BSD Design Guidelines Section 5.14 Curb Radii at Intersections was moved from the BSD Code to the Design Guidelines. 5.14c Fire Access, which states that street configurations have been calculated to provide appropriate fire truck access, was relocated to this section when the content was transferred from the BSD Code.
- The BSD Code only refers to the greenway in Open Space requirements (§153.064-E-2) or with reference to John Shields Parkway or Indian Run. More detailed text regarding the design and function of the greenway system has been consolidated and incorporated into the Design Guidelines (5.15). This section outlines that the greenway should function as a public way (5.15a), and the intended relationship between the greenway and the public street (5.15c).