

# Bridge Street District Code Update Design Guidelines

## **Sources:**

BSD Code (153.057-153.066)

BSD Streetscape Character Guidelines (2015)

LJB Transportation Planning Study (2014)

Nelson Nygaard Bridge Street Corridor Study (2012)

Vision Plan (2010)

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# 1. Users Guide

These guidelines are intended to work in conjunction with the Bridge Street District (BSD) zoning regulations (Sections 153.057 -153.066) as development projects are reviewed and approved. The guidelines provide guidance to applicants, property owners and developers regarding the development and design expectations of the City and will be used by the City during project review to ensure consistency with the intent of the BSD zoning regulations. The guidelines are intended to encourage creativity and flexibility in fulfilling the City's development and design expectations.

## 1.1 Purpose

The following purposes further detail these expectations:

- a. A commitment to high quality site design, architecture, materials and construction consistent with the City's long term vision.
- b. A commitment to the creation of a truly mixed use development pattern.
- c. A commitment to a walkable, urban built environment consistent with the 2010 BSD Vision Plan.
- d. A commitment to creative placemaking that ensures the district celebrates Dublin as a quality and welcoming place for residents, employees, and visitors.
- e. A commitment to a sustainable development pattern that minimizes environmental impacts and ensures new construction optimizes "green" solutions.
- f. A commitment to fiscally responsible private development and public infrastructure investments.

## 1.2 Relationship to BSD Zoning Regulations and Zoning Code

These BSD Design Guidelines supplement the BSD zoning regulations and guide decisions in areas where the BSD zoning regulations do not require a specific design result. The design guidelines do not authorize decisions that are inconsistent with zoning standards established by the zoning regulations. In case of a conflict between the zoning regulations and the guidelines, the zoning regulations shall take precedence. All definitions in the Zoning Code apply to these guidelines.

## 1.3 How the Guidelines are applied during the Development Review Process

This section provides guidance in applying the guidelines from various perspectives. It's important to note that this document uses "should" to explain the intent of individual guidelines. While the intent is permissive in order that individual projects have the flexibility to design in response to the guidelines, it should not be assumed that the use of "should" prevents the City

from requiring compliance with these guidelines. Final interpretation of adherence to individual guidelines rests with the required reviewing bodies.

- a. Developers and Property Owners.** The guidelines illustrate the appropriate ways in which the City's design expectations can be taken into consideration at the conceptual stage of a project. Developers and property owners should consider these expectations when conceiving a project and the development program, negotiating a land purchase and structuring financing. Developers and property owners will be challenged by the City to ensure a full understanding of these expectations at the beginning of development review.
- b. Architects, Landscape Architects and Engineers.** The guidelines illustrate the appropriate ways in which the City's design expectations can be taken into consideration during all stages of project design and approval. Architects, landscape architects, and engineers will be challenged by the City to ensure they are fully responsive to these expectations throughout the design phases of their projects.
- c. Decision Makers.** The Administrative Review Team, Planning and Zoning Commission, and City Council will apply these guidelines throughout their deliberations on development proposals, as provided for by the code. Staff will ensure that Applicants are made fully aware of the guidelines and their applicability. Adherence to these guidelines, in conjunction with the applicable zoning and subdivision regulations, is an expected outcome of the development approval process.
- d. General Public.** The guidelines reflect the City's broad planning and design values relative to the built environment, placemaking and the necessary public services that support private development. Opportunities are provided for public engagement throughout the development of these guidelines, as well as the accompanying code and planning documents.

## 2. Vision

The vision for the Bridge Street District is established in the adopted 2010 Vision Plan (Bridge Street District Special Area Plan) that is predicated upon the following vision statement and five vision principles.

### 2.1 Vision Statement

The Bridge Street District (BSD) is Dublin’s centerpiece. Dublin’s historical and cultural heart is strengthened and balanced by highly walkable districts and neighborhoods on both sides of the Scioto River. Exceptional green spaces preserve the outstanding natural features in the corridor and seamlessly connect each unique district along the corridor. Mixed use districts bring together complementary arrangements of living, working, and recreation in memorable settings created by distinctive, human-scaled architecture and streets that invite walking and gathering. Greatly expanded choices in housing, employment, activities, and transportation attract new generations of residents, businesses, and visitors. The Bridge Street District radiates a diversity and vitality that mark it as a special place not only within Dublin, but within the region, nation, and world.

This vision statement is implemented by requiring compliance with the BSD zoning regulations, by encouraging compliance with these BSD Design Guidelines, and by interpreting and applying those guidelines with reference to the vision principles in Part 2.2 below.

### 2.2 Vision Principles

Development and redevelopment in the Bridge Street District should reflect the following principles, and these principles should inform the application of the design guidelines.

- a. **Enhance Economic Vitality.** Create vibrant and walkable mixed use districts that build on the community’s quality and character to make Dublin a highly competitive place to live, work, and invest.
  1. Target market-based development strategies focused on growing industries.
  2. Support economic development by creating places that provide mixes of uses, densities, and animated streets that are attractive to skilled, educated workers.
  3. Reinforce economic development strategies through an enduring commitment to exemplary planning and design, which will help create places that make Dublin stand out, stay competitive, and draw new generations of residents and employees.
- b. **Integrate the New Center into Community Life.** Connect the Bridge Street District to the surrounding community through enhanced bike, pedestrian, auto, and transit connections, lively public spaces, and a mix of retail and other uses that invite the larger community, and with civic, educational, and other uses to engage the full spectrum of community life.
  1. Create physical connections with bike paths, walking paths, and transit.

2. Create social connections with inviting parks, squares, and other programmed public spaces.
  3. Create cultural connections with expanded civic uses such as libraries and other community facilities.
- c. Embrace Dublin’s Natural Setting and Celebrate a Commitment to Environmental Sustainability.** Celebrate the Scioto River, North/South Indian Run, and other natural features as symbols of Dublin’s commitment to environmental preservation and sustainability.
1. Preserve and celebrate the Scioto River and Indian Run as natural parks that serve as focal points for nearby properties and become destinations for all of Dublin and central Ohio.
  2. Use these and other natural features to define the corridor’s unique characteristics – such as orienting views from new development toward green spaces and introducing wooded walking paths to connect through neighborhoods.
  3. Support district-based approaches to energy and water infrastructure that maximize the environmental benefits of new development.
- d. Expand the Range of Choices Available to Dublin and the Region.** Offer housing, jobs, shopping, recreation, transportation, and other choices increasingly supported by changing demographics and lifestyles to complement and strengthen Dublin’s existing community fabric.
1. Provide a variety of options for living, working, and recreation that appeal to a broad spectrum of ages and backgrounds, with development marked by walkability, higher density, and health lifestyles that build on Dublin’s high quality of life.
  2. Combine uses to support animated “social places” that are enlivened by a mix of entertainment and offer opportunities to interact.
  3. Create a critical mass of development that can support transit connections to Dublin, the West Innovation District, and other regional destinations.
- e. Create Places that Embody Dublin’s Commitment to Community.** Design a 21st-century center for community inspired by Historic Dublin and marked by walkability, variety, and vitality.
1. Continue Dublin’s tradition of planning and designing “developments” so that they emerge as complete neighborhoods organized around public streets, squares, and parks.

## 3. Principles of Walkable Urbanism

To advance the purposes of the BSD zoning districts as described in §153.057 (A) and (B), the following principles of walkable urbanism will serve as a guiding framework to be used in the review of zoning and development proposals subject to the requirements of §§153.058 through 153.066.

Individual principles may not apply in all circumstances, but should be used where appropriate to ensure the requirements and standards of these zoning districts are applied in a manner that contributes to the creation of walkable, mixed use urban environments as envisioned by the BSD Special Area Plan.

In addition to the development requirements throughout §§153.058 through 153.066 intended to support walkability, the BSD zoning regulations and design guidelines contain specific requirements for creating safe and comfortable pedestrian-oriented development desired by the City and consistent with the principles of walkable urbanism.

### 3.1 General Principles

The designs of buildings, streets, and open spaces within the BSD should contribute to the creation of an urban neighborhood pattern of development, characterized by:

- a. Quality architecture and urban design emphasizing beauty and human comfort and creating a sense of place;
- b. Pedestrian-friendly design that places a high priority on walking, bicycling and use of public transit;
- c. Creation of interesting and convenient destinations within walking distance for visitors as well as ordinary activities of daily living; and
- d. Respect for the natural environment.

### 3.2 Streets, Parking and Transit

Streets should be capable of accommodating multiple modes of transportation and should facilitate the creation of a public realm designed primarily for people, characterized by:

- a. Streets and blocks arranged to allow for comfortable walking distances, to disperse traffic and to reduce the length of automobile trips;
- b. A connection to and enhancement of the existing street network;
- c. A recognition of the role of buildings and landscaping that contributes to the physical definition of streets as civic places;
- d. On-street public parking wherever possible;

- e. Shared parking and other strategies to reduce the size of surface parking lots and enable efficient and creative site design; and
- f. Residential and business uses that have convenient access to existing and future transit stops.

### 3.3 Open Space

The BSD should have a variety of functional, well-designed open spaces that enhance the quality of life for residents, businesses, and visitors. Open spaces throughout the BSD should:

- a. Include a wide range of characters from small intimate spaces to larger neighborhood and community uses, including small parks and playgrounds to provide gathering spaces for neighborhoods;
- b. Be arranged and designed as part of a district-wide open space network that defines and connects neighborhoods and the larger Dublin community;
- c. Be located within walking distance of all residents and businesses.

### 3.4 Buildings

Buildings should have a range of high-quality residential, commercial, mixed use and civic architectural styles to reinforce the unique identities of each part of the District. Buildings should be characterized by:

- a. Easily convertible spaces that allow for uses to change over time;
- b. Residential uses with a variety of housing types, sizes, and price levels;
- c. A broad mix of shops, offices, and housing integrated within and among a variety of building types; and
- d. Architecture that reflects Dublin's commitment to high quality and enduring character.

### 3.5 Walkability

The built environment around and between buildings should be organized and designed to provide connectivity, safety, comfort, and convenience to pedestrians. Those areas should be characterized by:

- a. Mid-block connections through or between buildings;
- b. Safe mid-block pedestrian crossings, with landscaped medians to shorten walking distances across wider streets;
- c. Attractive landscaped areas, patios, or seating areas between the street and conveniently located building entrances.

## 4. Lots and Blocks

It is the City's intent to transition the BSD from its existing curvilinear street pattern to one that establishes a street grid that creates consistent blocks and lots to ensure a dense, walkable physical environment. This new block and lot layout serves as the foundation for the urban, walkable district that is intended by the 2010 Vision Plan. This section of the guidelines provides policy direction regarding the design of lots and blocks, consistent with the adopted plans and BSD Zoning Code. Code reference is §153.060.

### 4.1 Block Configuration

The configuration of future blocks is defined by the public street network that is the basis of the adopted Street Network Map. This map creates a series of generally rectangular blocks that define the grid street network intended for the district. Please refer to Figure 153.060-A for an illustration of typical block elements.

[Existing illustration in Code are to be improved and updated to match graphic style of other exhibits in DDG.]

- a. **Shape.** The shape of a block should be generally rectangular, but may vary to respond to natural features or other site constraints.
- b. **Front Property Lines.** Blocks should be arranged with front property lines along at least two sides. This ensures that building walls reinforce the grid, defines the limits of the public realm, and ensures primary pedestrian entrances are established.

### 4.2 Block Access Configurations

In keeping with a walkable, urban mixed use district, the number of vehicle access points on each block should be purposefully limited to ensure a safe pedestrian streetscape, to reinforce the function of the street grid, and to reduce congestion.

[Existing illustration in Code should be improved and updated to match graphic style of other exhibits in DDG.]

- a. **Primary Access Points.** The number and location of primary access points along public streets is purposefully limited in order to ensure a safe pedestrian streetscape. Typically, access points to parking garages are acceptable depending upon the specific location. All other access points should be located to the rear of the structure. Regardless, individual access points require the approval of the City Engineer.
- b. **Secondary Access Points.** Access for alleys, service streets, and driveways should not be permitted from a principal frontage street, unless the City Engineer determines that access from any other street is impracticable. Factors to be considered include locations

of existing and proposed vehicular access points of other developments along the principal frontage street and the number of principal frontage streets bordering the property.

- c. **Access Design Standards.** Blocks should include alleys/service streets or driveway entrances with the following recommended configurations, unless otherwise permitted by the City Engineer (See Figure 153.060-B, Typical Block Access Configurations). See 5.4 Alleys.
  - 1. **Mid-Block Access.** This configuration includes an alley or drive running through or near the center of the block.
  - 2. **"T" Configuration.** This configuration includes two perpendicular alleys or drives within a block, forming a "T," allowing development to front on three block faces.
  - 3. **"H" Configuration.** Similar to the "T" configuration, this configuration allows development to front on all four block faces.
- d. **Vehicular Access Alignment.** Vehicular access to blocks should be aligned with other access points on opposite sides of the same block as well as aligned across the street from vehicular access points to other blocks, as approved by the City Engineer. This improves vehicle safety, minimizes pedestrian-vehicle conflict points, and improves traffic flow.

### 4.3 Mid-Block Pedestrianways

Pedestrian circulation within the district requires a continuous network that is safe and provides logical pathways for pedestrians. To meet this goal, mid-block pedestrian connections are encouraged, where appropriate.

[Recommend a single illustration be created to depict most of these provisions and photographs of best practices]

- a. **Requirement.** Mid-block pedestrianways are appropriate on blocks exceeding 400 feet in length, unless otherwise required or exempted by Neighborhood Standards in the BSD zoning regulations. These should be located within the middle third of such blocks (please refer to Figure 153.060-A, Typical Block Elements, for an illustration of the middle third of a block).
- b. **Exceptions.** Mid-block pedestrianways may not be appropriate on residential blocks and within residential districts where such blocks lack frontage on a principal frontage street.
- c. **Alignment.** When combined with mid-block street crossings, pedestrianways should align as nearly as practicable to encourage continuous pedestrian pathways (see 5.7 Crosswalks).
- d. **Accessibility.** Public accessibility should be provided at all times, such as by placement in a public access easement.

- e. **Termination.** Mid-block pedestrianways should begin and terminate at a right-of-way or other publicly accessible space.
- f. **Width.** Mid-block pedestrianways should be a minimum of 14 feet in width, with a minimum five-foot sidewalk, and designed as a continuation of the streetscape, including hardscape materials and street furnishings.
- g. **Lighting.** Mid-block pedestrianways should be illuminated to provide for safety and visibility.
- h. **Landscaping.** Mid-block pedestrianways should be landscaped differently from the rest of the streetscape at the beginning and end points to provide visual separation from the abutting sidewalks.
- i. **Mid-Building Substitution.** Mid-building pedestrianways may serve as mid-block pedestrianways provided the design and location requirements are met, in addition to other guidelines for mid-building pedestrianways. Landscaping may not be necessary.
- j. **Alley as a Substitution.** Alternatively, the pedestrianway requirement may be fulfilled by a permitted alley when located in the middle third of a block and when a minimum five-foot sidewalk is provided. Design requirements should be based on the applicable street type specifications, as described in Street Types in the BSD zoning regulations, and guidance provided in Alleys of the guidelines.
- k. **Additional Pedestrianways as Required.** Additional mid-block pedestrianways may be required when necessary to create a cohesive, walkable block configuration and ensure consistency with the principles of walkable urbanism provided in these guidelines.

#### 4.4 Typical Lot Configuration

The following guidelines address the configuration of the “typical” lot.

- a. **Interior Side Lot Lines.** To avoid creating irregular lots, interior side lot lines should be perpendicular to the street right-of-way to the extent practicable.
- b. **Flag Lots.** Flag lots are never supported.

## 5. Streets

Streetscape character guidelines provide complementary design guidelines and specifications. The street is a core element of the Bridge Street District (BSD) Special Area Plan. As the district develops, the street network will evolve to reflect the pattern required in the BSD zoning regulations. In addition, the 2010 Vision Plan includes a goal to “Integrate the new center into community life” by connecting the BSD to “the surrounding community through enhanced bike, pedestrian, auto, and transit connections.”

Streets are classified into “families” with similar characteristics, while accommodating different land use contexts and transportation needs. The Street Network Map illustrates this general pattern and guides the alignment of future streets (See the Thoroughfare Plan for a detailed description). Code reference is 153.061.

[Sidebar: definitions of Street Families]

### 5.1 Pedestrian, Bicycle, and Vehicle Realms

Typical elements of a street right-of-way are divided into the pedestrian realm, bicycle facilities, and the vehicular realm. Each street type outlines those facilities that are applicable and provides typical design specifications. Each defined street type includes components related to the pedestrian experience, the bicycle experience, and the vehicle experience. Because the BSD Special Area Plan emphasizes the need for an exceptional pedestrian experience, the following content has been organized to reflect this priority. Appropriate street elements shall be determined by the City Engineer.

[Recommend a generic typical street section/perspective illustration be created to depict vehicular/pedestrian realm and the elements within each, see Nelson Nygaard report]

### 5.2 Principles of Creating Great Streets

Great streets create great public spaces, as well as provide for functional infrastructure. Great streets blend four important goals: public roadways, image and identity, placemaking, and quality. Streetscape materials that are installed along Dublin’s great streets are authentic, durable, and installed with an attention to detail.

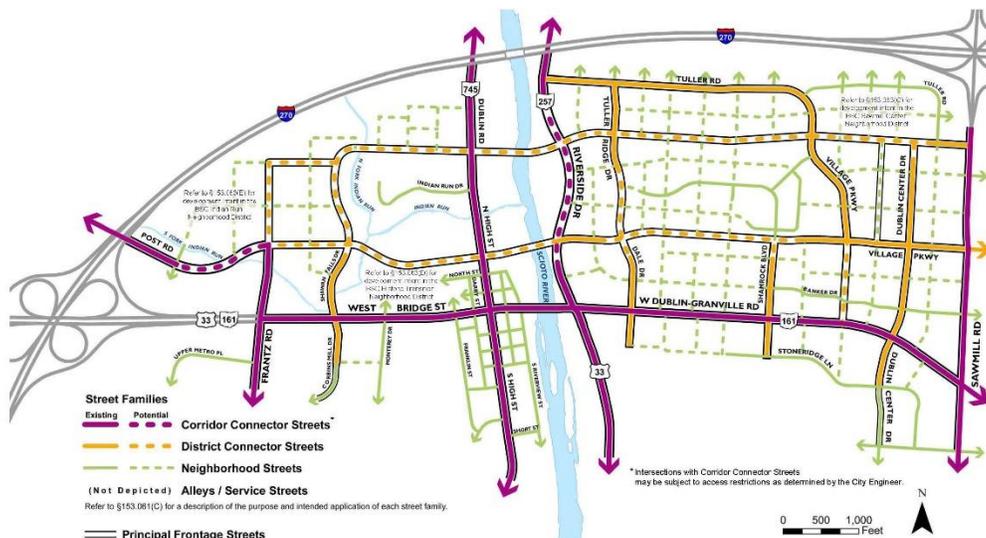
- a. **Public Roadways as Great Streets.** Public roadways serve a basic utilitarian function by providing mobility and access, and must be designed to meet safety and transportation service standards. But streets are also part of the built environment that people physically experience on a daily basis. The visual quality of the public right-of-

way is critical; in the BSD they function as an extension of the public open space system.

- b. Image and Identity.** Great streets help to define great places by establishing an image and sense of identity. BSD streets provide an opportunity to “set the tone” for the district’s appearance through well-designed streetscape elements and materials. The City will use a consistent and coordinated palettes of materials, colors, textures, and patterns to create a cohesive visual identity (see Appendix A).
- c. Placemaking.** The design of public streets should incorporate consistent and coordinated elements, while private developments provide visual variety along the street. Together they define a quality public realm that is a hallmark of the district.
- d. Quality.** High quality, durable and aesthetically pleasing materials are critical to creating places where people are comfortable and enjoy spending time. Great streets should be designed like great parks, with attention to detail in all aspects of construction and installation. Quality materials like brick and stone add value to the public realm, transitions between different materials should be seamless, and no aspects of the street design should appear as an afterthought.

### 5.3 Street Network Map

The Street Network Map is a component of the City’s Thoroughfare Plan that defines the future street network for the Bridge Street District, with the goal is of converting the existing curvilinear street pattern into an urban grid. The following guidelines address the ways in which existing and future streets are expected to conform to and be consistent with this map. [Map to be updated]



- a. **Consistency Required.** The construction of new streets and the realignment of existing streets are to be consistent with the Street Network Map (See Figure 153.061-A), which will be documented through the development plan process.
- b. **Connections Generally Required.** Streets shall make each of the through connections shown in the Street Network Map, unless the City Engineer authorizes a replacement connection or determines that the connection is not necessary.
- c. **Avoidance of Natural Features.** Streets should be designed to follow natural features rather than interrupting or dead-ending at the feature.
- d. **Finalization of Alignments and Locations.** Final street alignments are determined through the Final Development Plan and will be consistent with the City's Capital Improvements Program, as applicable. Alignments may be subject to change pending further engineering analysis and land use programming.
- e. **Potential Improvements to Existing Streets.** Where existing alignments are shown to remain, these streets may be subject to improvements necessary to bring them into conformance with a permitted street type.

#### 5.4 Alleys

Alleys and interior service drives provide important access within blocks for the purpose of managing “back of house” services, such as trash and recycling collection, docks, and ground level exterior utilities. Alleys can be designed to play an integral role in the street network and improve the pedestrian realm in and around commercial areas. The design should strive to balance their necessary utilitarian features with their placemaking potential (*see Urban Street Design Guide, National Association of City Transportation Officials, 2012*).

While not expressly required, projects are strongly encouraged to consider the integration of alleys and interior service drives into developments. As noted by Nelson Nygaard in their 2010 Bridge Street report, alleys and service streets “penetrate the larger blocks, providing shared access equally for all users, from city services, to residents chatting, to kids playing, and biking shortcuts.” The deployment of alleys will be informed by the development character and intensity of the related block, as well as the adjacent street network. *See also Lots and Blocks, section 3.2 Block Access Configurations.*

- a. **Character and Functionality.** The character of each alley should be a function of the larger block lengths (e.g. providing access completely through a block or only to an interior parking facility or open space). Alleys are to meet public street design and construction standards, as approved by the City Engineer.
- b. **Services.** Alleys are intended to organize and provide service to trash and recycling collection facilities, docks, and ground level exterior utilities. Rear elevations are to be designed to cluster such services.

- c. **Design Considerations.** Alleys should be maintained to allow easy access by trucks or other freight vehicles. Bollards and other street furniture should be designed to minimize conflicts with freight movements. If freight is conveyed using hand trucks or small vehicles, careful attention should be paid to the location of curbs and the access from loading zones to entrances to ensure smooth deliveries.
- d. **Intersections with Sidewalks.** Intersections between alleys and sidewalks have the potential to obstruct visibility for vehicles and passing pedestrians. The intersection should be raised to the sidewalk grade and rumble strips added to mitigate visibility issues. Warning signs should be provided to warn pedestrians of encroaching traffic from the alley.



*Where access for vehicles is minimal, alleys may be constructed using low-impact pavement materials, such as pervious or modular paving, with approval of the City Engineer (Source: National Association of City Transportation Officials).*

- e. **Emphasize Pedestrians.** During non-delivery hours, alleys can provide safe pedestrian and bike access, outdoor seating, or other uses.

- f. Alleys in Residential Districts.** In residential districts, alleys provide direct property access and eliminate the need for driveways. In these situations, green alleys may be an appropriate design solution. Constructed with low-impact pavement materials, such as pervious pavements and rain gardens to manage stormwater, and non-reflective materials to reduce heat island effects. They may be designed as shared streets with bollards, signs, and design features that make clear the intended alley users. Pedestrian-scale light fixtures are important.



*Example of a multi-use alley in a single family district (Source: National Association of City Transportation Officials).*

- g. Landscaping and Screening.** For the purposes of managing the ground level services on alleys and interior service drives that are not residential districts, typical landscaping requirements are not necessarily applicable.

## 5.5 Streetscapes

Dublin has a long history of investing in high quality public infrastructure along its streets. Dublin's streets create an image and a feeling for travelers that helps to define the city as a place with a significant commitment to aesthetic character. That same commitment is reflected in the streetscape that is defining the uniqueness of this district.

Sidebar quote: Streets should be an extension of the public open space network. They are places for people and should be designed to encourage public gathering and interaction.

### a. Signature Streetscapes

- 1. Most Heavily Travelled.** Signature streetscapes are the most heavily traveled streets in the district and generally correspond with the Corridor Connector and District Connector Street Families identified in the Street Network Map.
- 2. Major Connectors.** These streets provide major connections to and through the district and serve as high-visibility address corridors for new development, as envisioned in the Community Plan.
- 3. Materials.** Signature streetscapes establish a high-quality, visually appealing character, expressed through the use of durable, natural materials. Brick pavers are used for sidewalks, carriage walks and parking lanes. Granite is used for curbs, select pavement markings, and as an accent material to be coordinated with select street furnishings.

[Signature Streets Map]

[Signature Streets Materials Graphic]

**b. Standard Streetscapes.**

- 1. Neighborhood Streets.** These generally correspond with the Neighborhood Street Family identified in the Street Network Map, but also include less prominent District Connector Streets.
- 2. Internal Connectivity.** These streets provide additional internal connections within neighborhoods, filling out the interconnected street grid envisioned in the plan.
- 3. Materials.** The standard streetscape character type complements the design of signature streetscapes through the use of pervious brick pavers in parking lanes and granite for curbs, pavement markings and material transitions. Unlike the more prominent signature streetscapes, standard streetscapes use concrete for sidewalks rather than brick pavers. This subtle design difference reinforces the prominence and identity of the signature streets as the primary address corridors of the district.

[Insert Standard Streets Map]

[Insert Standard Streets Materials Graphic]

**c. Street Trees.** Street trees are critically important components of a successful streetscape, providing an aesthetic enhancement for pedestrians while softening the adjacent architecture.

- 1. Design.** The species and spacing of street trees is to be determined in consultation with the City Forester.
- 2. Installation.** The street tree openings should be a minimum of five feet wide and five feet long and excavated to a minimum depth of three feet. The City Forester may require a deeper excavation based on specific tree species, site conditions, and/or conditions related to the adjacent street type.
- 3. Tree Grates.** Tree wells should be covered with a tree grate, permeable pavers (block or stone) or by plant material, where appropriate for the street type and site conditions as approved by the City Forester.

**d. Materials.** Material specifications are provided in Appendix A for select streetscape materials intended for use in the district. Designers should consult this resource when developing streetscape plans. Additional materials will be added to this section as the City determines preferred specifications. Refer to City of Dublin Engineering for more information.

## 5.6 Seating Areas

Seating areas are important elements of a walkable, urban mixed use district. Seating areas provide respite for pedestrians, serve as public gathering places, and enhance the built environment. Additional public amenities often installed in seating areas include bicycle racks, trash receptacles, wayfinding signs, and pedestrian scale lighting.

- a. General.** Outdoor seating areas should be included in all pocket plazas on private property, and may also be recommended for other public and private outdoor spaces on private property, unless a comparable space and furnishings exists or will be created on the adjacent public right-of-way.

- b. **Quantity.** Seating areas do not count towards required public or private open space requirements unless they meet the standards for those types of open space in the BSD zoning regulations or neighborhood Standards in these guidelines. The amount of outdoor seating is encouraged to meet a minimum of one linear foot of seating for every six linear feet of public or private street frontage.
- c. **Components.** Seating requirements may be met through the use of moveable seating, fixed individual seats, fixed benches, seat walls, planter ledges, seating steps, and other creatively designed seating areas that invite resting and gathering. A combination of seating is encouraged.
- d. **Location.** To ensure that adequate seating invites use by the public, a portion of seating located on private property should be located within at least 10 feet of a public sidewalk where provided.
- e. **Waste Receptacles.** At least one waste receptacle for each outdoor seating area is encouraged. Additional receptacles may be necessary for areas containing food service, such as open air cafés.

## 5.7 Crosswalks

Crosswalks provide safe pedestrian access at intersections, as well as mid-block locations that are determined by the City Engineer to be appropriately located. Crosswalks serve as a component of the pedestrian network intended to link all parts of the district.

- a. **Requirement.** Crosswalks are to be provided at the stop-controlled legs of unsignalized intersections and all legs of signalized intersections or as otherwise required by the City Engineer.
- b. **Mid-Block Locations.** Crosswalks may be permitted at mid-block locations for areas where heavy pedestrian traffic is anticipated, such as shopping corridors, at the determination of the City Engineer. The locations of mid-block crosswalks should be aligned with the locations of mid-block pedestrianways where practicable.  
 Sidebar definition: A Mid-block Connection is an area designated for pedestrians to cross a street at a point that does not coincide with a street intersection, and that is identified for both pedestrians and drivers by signage and by a change in color, material, or grade in the area where pedestrians are authorized to cross the street.  
 [Insert illustration]
- c. **Design Standards.** To encourage pedestrian activity, typical crosswalks should not exceed 38 feet in length without a landscape median, curb extension and/or other pedestrian refuge to mitigate the effects of vehicular traffic on crossing and increase pedestrian safety and comfort. These design measures should be implemented wherever practicable, as determined by the City Engineer.

## 5.8 Bicycle Facilities

The BSD bicycle network includes a variety of on-street and off-street facilities, the backbone being the cycle track located along Bridge Park Avenue, Village Parkway, John Shields Parkway,

and Rock Cress Parkway. Additional bike facilities will branch off of the cycle track and link to the City's comprehensive bikeway system.

[Bike and Pedestrian Connections Map]

[Bicycle Facilities Streetscape Section Graphics]

- a. **Variety of Accommodations.** A variety of bicycle accommodations are permitted in the street right-of-way, including cycletracks, bicycle lanes, and shared lanes.
  1. **Cycletracks.** Cycletracks are designated lanes for bicycles that are raised above the vehicle travel level. Cycletracks are generally located adjacent to vehicle travel lanes or between on-street vehicle parking areas and the adjacent street tree or sidewalk area.
  2. **Bicycle Lanes.** Bicycle lanes are portions of the street, located at vehicle travel level, that are designated for the exclusive use of bicycles through painted symbols or changes in materials or color for that portion of the street.
  3. **Shared lanes.** Shared lanes are portions of the street, located at vehicle travel level, that are designated for shared use by both vehicles and bicycles through painted symbol.  
[Insert graphics or pictures]
  
- b. **Amenities.** In addition to complying with the standards in Parking and Loading of the BSD zoning regulations, applicants are encouraged to include amenities for the use of bicycle commuters related to the project, patrons and users of the project, and recreational bicyclists. Bicycle amenities may include but are not limited to bicycle racks or lockers in addition to those required by the BSD zoning regulations, and shower facilities for bicyclists in addition to those required to earn a vehicle parking reduction under the Parking and Loading section of the BSD zoning regulations, bicycle repair kiosks or stands, and designated on-site bicycle access routes to site amenities and/or public art.
  
- c. **Determination.** Appropriate bicycle facilities for specific street types, and for any bicycle amenities installed in the public right-of-way, shall be determined by the City Engineer.  
[Insert photographs of successful real world examples]

## 5.9 Public Art

The role and function of public art is to enhance the public realm as a placemaking feature. Public art can be installed in the public right-of-way by the City or by private entities on private property, in private open space or attached to buildings. The review and approval of public art is limited to its placement and impact on its surroundings, and not the subject matter, imagery, material, etc., which is protected as free speech.

- a. **Locations Appropriate for Public Art.** Applicants are encouraged to install public art on portions of the site that are not required to be occupied by a building type or open space, in locations that are open to, or visible to, the public, including open space.

- b. **Fulfilling the District Vision.** Public art that reinforces the adopted purposes for the Bridge Street District and is consistent with the Vision in these Design Guidelines, is particularly encouraged.
- c. **Permits Required.** No public art may be installed in any public right-of-way without the approval of the City pursuant to issuance of a Minor Project Review and Certificate of Zoning Plan Approval, as provided in the zoning code. A right-of-way permit issued by the City Engineer may also be required, which are issued by Engineering.

### 5.10 Transit Facilities or Amenities

The BSD Design Guidelines support the expansion of public bus services throughout the district. Among the goals of enhanced access to transit is the need for enhanced pedestrian crossings at intersections within a quarter mile of a bus stop, integrated transit access routes with the surrounding street and trail networks, signal timing to benefit non-motorized travelers at intersections within one quarter mile of bus stops, and universally accessible, high amenity transit facilities (Dublin Bridge Street Corridor Final Report, Nelson Nygaard, 2012).

- a. **Shelters and Seating.** When a project is located along an existing or proposed bus transit route, applicants are encouraged to install shelters, seating facilities or amenities to increase the comfort and convenience of bus riders, consistent with the requirements of the Central Ohio Transit Authority and these guidelines.
- b. **City Permits.** No transit facility or amenity may be installed in a public right-of-way without the approval of the City Engineer.

### 5.11 Building Access Zone

Building access zones provide dedicated space within the street right-of-way for fire trucks and other emergency vehicles to position necessary equipment and to access adjacent buildings.

- a. **Minimum Requirement.** A building access zone of 40 feet in length is to be provided for buildings with a height of 30 feet or greater, unless this requirement is waived by the Fire Chief.
- b. **Location.** Building access zones are to be located as close as practicable to the structure's principal entrance. Where possible, building access zones should be located to provide access to multiple buildings.
- c. **Fire Hydrant Zones.** Where present, fire hydrant zones may be included within the building access zone.
- d. **Striping and Signage.** A building access zone should be striped and signed as a fire lane to restrict on-street parking within the zone.
- e. **Impact on Parking Spaces.** Where on-street parking is provided, building access zones should be designed and located to minimize the reduction of parking spaces to the greatest extent practicable by co-locating with other zones or facilities in the street right-of-way, such as intersection visibility triangles and dedicated bus stops.

- f. **Curb Bump-Out Design.** All or portions of a building access zone are encouraged to be designed as a curb bump-out, expanding the width of the street buffer into the on-street parking lane. This design should be co-located with mid-block pedestrian crossings where present.
- g. **Hardscape Standard.** Hardscape areas within building access zones should be designed and constructed to provide sufficient physical support for fire and emergency vehicles as required by the Fire Chief.

## 5.12 Vehicular On-Street Parking

The provision of on-street parking within the BSD is necessary to meet the parking needs of the general public and to enhance the walkability of the district by providing a physical buffer between traffic lanes and the public sidewalk.

- a. **Determination.** The appropriate configuration and dimensions of on-street parking for specific street types shall be determined by the City Engineer.
- b. **Counting On-Street Parking.** On-street parking spaces may be counted toward the minimum required parking for a parcel, subject to the requirements of the Parking and Loading provisions of the BSD zoning regulations.  
[Insert illustration]
- c. **Loading and Delivery.** On-street parking spaces may be used for loading and delivery, subject to the requirements of Parking and Loading in BSD zoning regulations and as posted by the City Engineer.

## 5.13 Room to Pass

Where the total width of all travel lanes is narrower than 22 feet, the following should apply:

- a. **Minimum Requirement.** Unless otherwise required by the Fire Chief, each block should provide at least one 22-foot opening in the on-street parking or a 22-foot dedicated pull-off space on each side of the street to allow vehicles to pull over for a fire truck to pass.
- b. **Alternatives.** A driveway, alley entrance, bus stop, building access zone or fire hydrant zone may be used to fulfill this requirement.

## 5.14 Curb Radii at Intersections

Curb radii at intersections should be minimized to the greatest extent practicable to shorten pedestrian crossing distances, reduce vehicle turning speeds, and improve sight distance between pedestrians and motorists, balancing the ease of vehicular, bicycle and pedestrian travel.

- a. **Typical Design Vehicle.** Intersections should be designed for the typical design vehicle as opposed to the maximum design vehicle, as determined by the City Engineer. When the design vehicle requires a larger curb radius, approval of the City Engineer is required.

- b. **Permitted Radii.** The maximum curb radius for intersections along State Route 161, Riverside Drive, and Sawmill Road is 35 feet. Curb radii at all other intersections may range between 15 and 25 feet, as approved by the City Engineer.
- c. **Fire Access.** Street configurations have been calculated to provide appropriate fire truck access. Where applicable, fire access accommodations should also be required at the determination of the Fire Chief.

### 5.15 Greenway System

The BSD greenway system, like the bikeway network, will vary in character depending on the surrounding context of adjacent development and streets. Much of the central greenway loop will run alongside the District's Signature Streets, including John Shields Parkway, Village Parkway, Bridge Park Avenue and Shawan Falls Drive.

- a. **Functionality.** In addition to adjacent streets, the greenway itself should function as a public way, providing an open space alternative for recreational and destination-oriented travel by foot and bicycle.
- b. **Pedestrian Facilities.** The greenway includes paths along its edges and provides connections through and across the adjacent open space. The experience for those traveling along the greenway should be anchored by major destinations, including parks and mixed use activity centers. Along the way, smaller nodes of activity and resting areas are to be provided, such as street intersections that serve as connection points to the greenway from surrounding neighborhoods.
- c. **Public Street Frontage.** Nearly all portions of the greenway will have public street frontage, providing visual and physical access to the space and helping to define the character of major streets within the District.
- d. **Buildings Framing the Greenway.** Some portions of the greenway will be framed by adjacent architecture. In these cases, care should be taken to ensure the open space remains inviting to the general public, and is not perceived as part of the adjacent private development. Portions of the greenway will transition to more traditional urban streetscapes, framed by architecture on both sides. These areas may serve as major dining, shopping, and entertainment destinations along the open space system.  
[Greenways and Pedestrian Bridge Map]  
[Greenway Design Graphic]
- e. **Open Spaces and Natural Areas Framing the Greenway.** In many cases, open spaces and natural features will frame the edges of the greenway and help to define the space. These include open spaces along the North and South Branches of the Indian Run. The greenway will expand into larger parks and natural areas, providing seamless connections to the larger open space system throughout the City. In these cases, building are not to intercede between the greenway and these open spaces. Vistas are especially important design considerations.

## 6. Building Types

This section of the Bridge Street District Design Guidelines provides guidance relative to the design of buildings within the district. These guidelines inform the design of individual buildings based upon their “type,” which is a system that defines the kinds of buildings appropriate to the district. These guidelines may not be used to authorize designs that are inconsistent with the Building Type regulations in the zoning code. Several of these building types provide the flexibility to accommodate a variety of uses. The code reference is §153.062.

[Sidebar: Insert building types with pictures]

### 6.1 Shopping Corridors

The shopping corridor is intended to provide a central artery in which retail, restaurants, and related services are concentrated. These corridors emphasize the pedestrian, provide a rich streetscape, and incorporate on-street parking and traffic calming measures.

- a. **Continuous Street Wall.** Buildings should be clustered into continuous street frontages uninterrupted by other buildings, parking areas or curb cuts for a minimum of 300 linear feet, as measured along the sidewalk.
- b. **Designations.** The required shopping corridor should be designated along a principal frontage street unless otherwise permitted by the Planning and Zoning Commission as part of a Preliminary and Final Development Plan.
- c. **Extensions beyond Principal Street.** Shopping corridors are encouraged to turn the corner and continue along an intersecting street provided the minimum required length of the shopping corridor is located along the principal frontage street.

### 6.2 Roof Type Requirements

All buildings should use one or a combination of the following roof types as permitted for each building type in the BSD zoning regulations. Attention to detail regarding the design and execution of roofs is important to the overall architectural design and treatment of buildings.

[For most Roof Type Requirements, the existing graphics/illustrations can be updated and improved]

- a. **Roof Terraces and Roof Plantings.** Roof terraces and roof plantings are permitted upon any roof type, provided additional height is not required. Any wall around the roof terrace that is located within 5 feet of the street face of the building should meet the requirements of the parapet roof type.

Any roof structures for a terrace are permitted, provided one of the following is met:

1. The roof structure complies with the tower regulations with the exception of the transparency requirements;
2. The roof structure is located a minimum 30 feet back from a street facade, and is not visible from the sidewalk across the street from the building; or
3. Another design is approved by the reviewing body.

**b. Parapet Roof.** This roof type includes a low, vertical wall parapet projecting above the building's roof along the perimeter of the building.

1. The actual roof may be flat or pitched roof and is not visible behind the parapet from the street. Refer to Figures 153-062-L.
2. Parapet should be high enough to screen the roof and any roof appurtenances from view of the street(s) and any adjacent building of similar height or lower (between 2 and 6 feet in height). Parapet height is measured from the highest point of the roof deck adjacent to the top of the parapet.
3. An expression line should define the parapet from the upper stories of the building and should also define the top of the parapet.
4. Occupied space or a half story shall not be incorporated within this roof type.

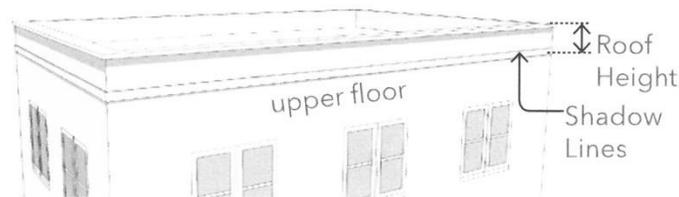
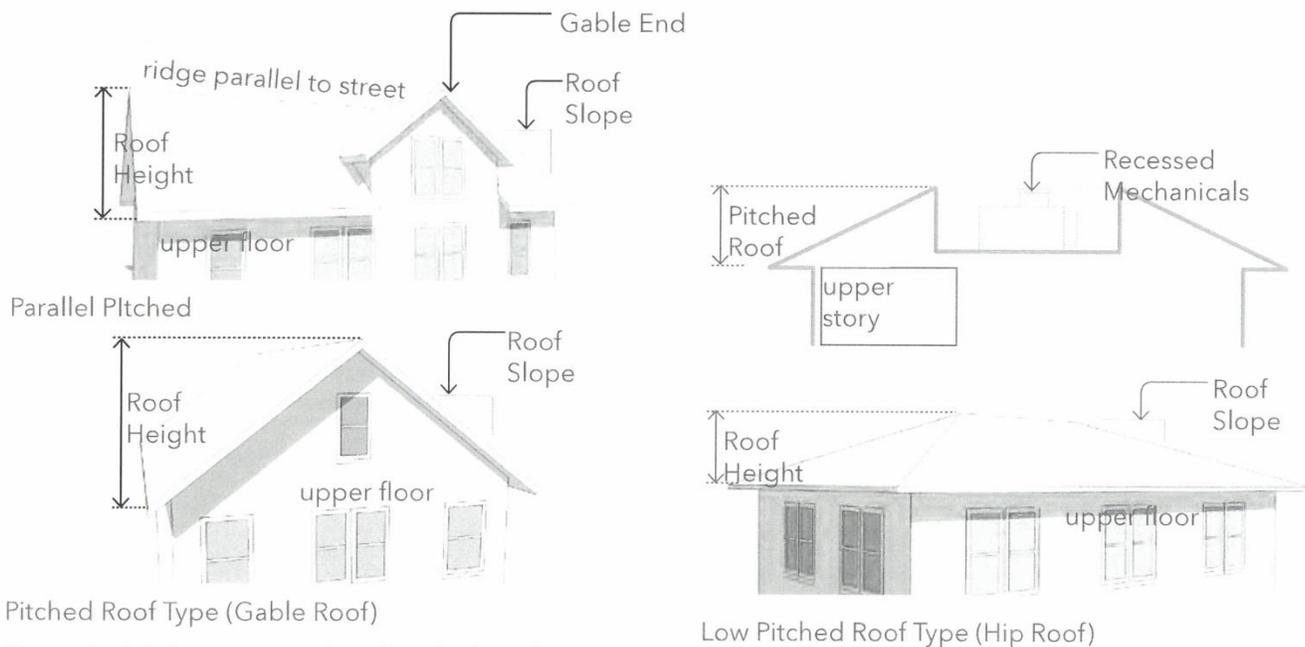


Figure 153.062-L. Example of a Parapet Roof Type

**c. Pitched Roof.** This roof is sloped or pitched, as measured with the vertical rise divided by the horizontal span or run. A flat roofed mechanical area may be incorporated into this roof type, invisible from any street or neighboring building of equal or lower height. Refer to Figure 153-062-K.

1. Portions of the roof other than dormers, porches, roofed balconies, and other minor roofs should not be sloped less than a 6:12 (rise:run) or more than 18:12.
2. Slopes greater than 3:12 should only occur on second story or higher roofs in all districts.
3. A pitch greater than 2:12 is recommended on any dormers, porches, roofed balconies, or other minor roofs. Eyebrow may be used in these locations, sloped to drain in all directions.
4. Hipped, gabled, and combination of hips and gables with or without dormers are permitted.
5. Mansard roofs are permitted in all districts and require either cedar shake or metal as the main roof material. When the ridge of a gambrel or mansard roof runs parallel to the street, one dormer or gable end should be included for every 15 feet of street face.

- d. **Parallel Ridge Line.** When the main ridge line runs parallel to any street, a gabled end or perpendicular ridge line should occur at least every 100 feet of roof.
- e. **Dormers.** Where the main ridge line runs parallel to any street uninterrupted for more than 100 feet and the main roof pitch is 10:12 or greater, dormers should be included for every 30 feet of street face.
- f. **Gable Ends.** Street-facing gable ends with a slope of 10:12 or greater should include a vent or window, a minimum of half the area of the typical window used in the upper stories of the building.
- g. **Roof Height.** Roofs without occupied space and/or dormers should have a maximum height on street-facing facades of one and a half the maximum floor height permitted for the building type in all other districts.
- h. **Occupied Space.** Occupied space or a half story may be incorporated within this roof type.



- i. **Flat Roof.** This roof has no visible slope. (Refer to Figure 153.062-M). Eaves are required on all street facing facades. Eaves should have a minimum depth of 14 inches. Eave depth is measured from the building facade to the outside edge of the eave. Eaves should be a minimum of eight inches thick. Eave thickness is measured at the outside edge of the eave, from the bottom of the eave to the top of the eave.
- j. **Interrupting Vertical Walls.** Vertical walls may interrupt the eave and extend above the top of the eave with no discernible cap. No more than one-half of the front facade can consist of an interrupting vertical wall. Vertical walls shall extend no more than four feet above the top of the eave.

- k. Occupied Space.** Occupied space or a half story shall not be incorporated behind this roof type.



Figure 153.062-M. Example of a Flat Roof Type

### 6.3 Towers

Towers can be decorative or functional, while adding visual and design interest to a building. Functional towers contain stairways and elevator shafts, or other occupied space. Decorative towers serve purely as an architectural embellishment. A tower is a vertical element, polygonal (simple), rectilinear, or cylindrical in plan, that is supplemental to and may be used only in addition to another roof type. Refer to Figure 153-062-P.

- a. Quantity.** No specific quantity of towers is discouraged, however when proposed to be located within 30 feet of a street building façade, towers are encouraged to be included at terminating street vistas, the corners of two principal frontage streets, and/or adjacent to any open space.
- b. Tower Height.** Towers are additional to and may exceed the maximum building height. Maximum height, measured from the top of the upper floor to the base of the parapet or eave of the tower's roof, should be no more than the height of one additional upper floor of the building to which the tower is applied.
- c. Tower Area.** Maximum width along any facade should be one-third the width of the front facade or 30 feet, whichever is less.
- d. Tower Spacing.** If multiple towers are proposed, they should not be placed adjacent to each other. At a minimum, towers should be spaced a minimum of 90 feet apart in any direction and a minimum of 120 feet apart along any street frontage facade.
- e. Transparency.** Towers that meet the minimum floor-to-floor height of the building type and are located within 30 feet of a street facade should meet the minimum transparency requirements of a story of the building type.
- f. Horizontal Expression Lines.** An expression line should define the tower from the upper stories, except on the Single Family Attached or Single Family Detached Building Type.
- g. Occupied Space.** Towers may be occupied by the same uses allowed in upper stories of the building type to which it is applied.

- h. **Rooftop Appurtenances.** Rooftop appurtenances are not appropriate on tower roofs.
- i. **Tower Roof.** The tower should be capped by the parapet, pitched or flat roof type.

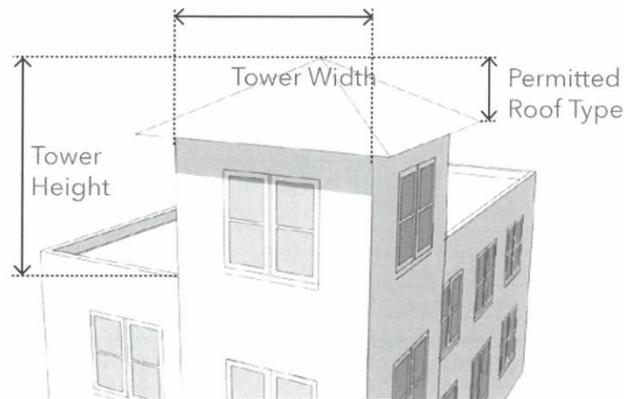


Figure 153.062-P. Example of a Parapet Roof Type

- k. **Other Roof Types.** Other roof types not listed as a specific type may be permitted with approval of a Final Development Plan, with the following requirements:
  1. The height should not exceed any of the roof types permitted for the building type.
  2. The roof should not result in taller facades than any of the roof types permitted for the building type.
  3. The roof is consistent with the surrounding buildings.

## 6.4 Entrances

Entrances are an important component to the design of buildings in the district. They are to reinforce the pedestrian-orientation of the development pattern, while welcoming pedestrians into the respective building. The design of entrances should also respond to good wayfinding principles.

- a. **General.** Entrance quantities and locations are required according to building types outlined in the Building Types section of the BSD zoning regulations.
- b. **Recessed Entrances.** Entry doors should be recessed a minimum of three feet from the property line to alleviate potential door swing encroachments into the right-of-way, except as required for specific building types outlined in the Building Types section of the BSD zoning regulations.
- c. **Entrance Design.** Principal entrances on all building types should be at a pedestrian scale, effectively address the street and be given prominence on the building façade. This may be satisfied through the use of architectural features including, but not limited to, entranceway roofs; sidelight windows, transom window, or other adjacent windows; additional moldings with expression lines; a bay of unique width; or a raised stoop of at least three steps and a minimum depth of five feet and width of five feet, or other designs or features approved by the required reviewing body. Refer to Figure 153.062-G for one example of this requirement.

[Insert several photographs to capture all the features listed]

- d. **Single-Family Residences.** Principal entrances on single-family detached and single-family attached building types are encouraged to incorporate open porches or stoops; recognizing ADA requirements may be appropriate in place of porches or stoops.
- e. **Commercial Uses.** Doors for commercial uses along all street frontages should be consistent with the design of principal entrances and include glass and full operating hardware in the design of the door.
- f. **Residential Uses.** Exterior doors for residential uses should also include glass, but this requirement may be met through the use of transom and/or sidelight windows.
- g. **Roll-up Security Grilles.** Roll-up security grilles are not appropriate.

## 6.5 Windows and Shutters

Primary building facades should have windows to avoid blank facades and add visual interest. A wide variety of window treatments and new window technologies are encouraged. On residential buildings, shutters may be appropriate to highlight windows and provide additional architectural details that enhance facades and promote a pedestrian-oriented streetscape.

- a. **Transparency on Ground and Second Floors.** Transparency percentage is required according to building type as shown in the Building Types section of BSD zoning regulations.
- b. **Transparency on Floors Beginning on the Third Story.** At least 20% of building facades on third and higher floors should be occupied by glass or transparent glazing materials.
- c. **Clustering and Distribution.** Windows may be clustered along an elevation, provided the minimum façade transparency requirements and blank wall limitations are met using other architectural features. These may include material transitions, façade divisions, projections or shadow lines, corbelling or alternate brick course details, or other design details that will add visual interest to windowless wall sections.
- d. **Highly Reflective Glass.** Highly reflective glass is prohibited. For the purposes of this section, highly reflective glass has an exterior visible reflectance percentage greater than 20%.
- e. **Spandrel Glass.** Spandrel glass, or heavily tinted glass that impedes views into the interior of the building, cannot be used to meet the minimum transparency requirements.
- f. **Window Graphics.** No more than 15% of the transparency on ground floors may be fulfilled with the use of window murals adhered to the installed glass, at full length and width of each window. These murals may be artistic expressions to create visual interest along a streetscape. Colors shall be limited to no more than three.

- g. Framing Material.** Windows may be wood, anodized aluminum, metal-clad or vinyl clad wood, steel, or fiberglass. The required reviewing body may approve other high quality synthetic materials with examples of successful, high quality installations in comparable climates.
- h. Flush Mounted Windows.** To highlight the wall thickness as an important architectural feature conveying a substantial, high-quality appearance, flush-mounted windows should not be installed on the ground and second floors of primary buildings.
- i. Masonry Walls.** Windows in masonry walls should have architecturally appropriate lintels and projecting sills.
- j. Siding Clad Walls.** Windows within siding clad walls should have a projecting sill to serve as a base for either a minimum one by four (nominal) trim or brick mould casing.
- k. Vertical Proportions.** Windows in single-family detached, single-family attached, and apartment building types should have vertical proportions with architecturally appropriate window divisions. Horizontally-oriented windows are permitted for these building types only on non-street facing building facades.
- l. Shutters.** If installed, shutters should be sized to provide complete coverage to the windows when closed and should include functioning hardware. Shutters should be wood or engineered wood. The required reviewing body may approve other materials with examples of successful, high quality installations in comparable climates.

## 6.6 Materials

The exterior materials on all buildings and structures are intended to be high quality, long lasting, and to enhance the architectural design. Along primary frontage streets, the materials on the first two floors, in particular, are intended to create an interesting and engaging public realm.

### a. Façade Materials

- 1. Applicability.** A minimum of 80% of each façade adjacent to a public or private street or open space, exclusive of windows and doors, are to be constructed of permitted primary materials. Other facades may use any combination of permitted primary and secondary materials. However, use of a secondary material for an entire façade is not supported.
- 2. Primary Materials.** Permitted primary building materials should be high quality, durable materials including but not limited to stone, manufactured stone, brick, metal, exterior architectural metal panels and cladding, and glass.
- 3. Buildings with Glass Facades.** For building designs using glass as an integral façade material (e.g., glazed aluminum or steel curtain walls), windows and doors incorporated into the curtain wall system may be included in the calculated façade area when determining compliance with this requirement.
- 4. Secondary Materials.** Permitted materials for detailing and accents include glass fiber reinforced gypsum, wood siding, and fiber cement siding.

5. **EIFS.** Exterior Insulation and Finishing system (EIFS) is permitted for trim only, except as approved by a required reviewing body.
  6. **Clapboard Siding.** To provide visual depth and strong shadow lines, clapboard siding should have a minimum butt thickness of a quarter of an inch.
  7. **Synthetics.** Other high quality synthetic materials may be approved as permitted primary or secondary materials by the required reviewing body with examples of successful, high quality installations in comparable climates.
  8. **Alternative Materials.** The Planning and Zoning Commission may consider alternative façade materials not otherwise listed that meet the material intent stated above, when proposed by an applicant. These guidelines may also be augmented by the Commission when in its determination an alternative material is appropriate for consideration within the district.
- b. Façade Material Transitions.**
1. **Inside Corners.** Vertical transitions in façade materials should occur at inside corners.
  2. **Multiple Materials.** Where more than one façade material is proposed vertically, the 'heavier' material in appearance should be incorporated below the 'lighter' material (e.g. masonry below siding).
  3. **Color Transitions.** Transitions between different colors of the same material should occur at locations deemed architecturally appropriate by the required reviewing body, such as inside corners and vertical and horizontal façade divisions.  
[Insert one illustration to depict all design considerations]
- c. Roof Materials**
1. **Permitted Materials.** Permitted pitched roof materials include dimensional asphalt composite shingles with a 25-year or greater warranty, wood shingles and shakes, metal tiles or standing seam, slate, and ceramic tile. Engineered wood or slate may be approved by the required reviewing body with examples of successful, high quality installations in comparable climates.
  2. **Flat Roofs.** Flat roofs are permitted to use any roof material appropriate to maintain proper drainage.
  3. **Gambrel and Mansard Roofs.** Roof materials for gambrel and mansard roofs should be cedar shake, slate or metal. Other high quality simulated examples of these materials may be approved by the required reviewing body with examples of successful, high quality installations in comparable climates.
  4. **Roof Penetrations.** Roof penetrations (fans, exhaust, vents, etc.) should be concealed and should not be visible from public rights-of-way.
  5. **Color.** Colors for all building materials should be selected from appropriate color palettes from any major paint manufacturer, or as determined appropriate by the required reviewing body. This requirement does not apply to building-mounted signs.

## 6.7 Building Entrances

- a. **Location.** A principal building entrance should be on any principal frontage street or the front façade of the building. Principal entrance doors should be fully functioning during regular business hours and should connect to the public sidewalk along the street.
- b. **Number and Spacing.** The number and spacing of entrances on a building façade with street frontage and on a rear façade facing a parking lot should be provided as required by building type.

## 6.8 Façade and Roof Articulation

- a. **Articulation of Stories.** Façades should be designed to follow the stories of the buildings with fenestration organized along and occupying each floor. Floor-to-floor heights are set to limit areas of the façade without fenestration.  
[Insert Figure 153.062-H]
- b. **Other Façade Divisions.** The purpose of requiring physical divisions of building facades is to require the visual deconstruction of building masses, thereby creating pedestrian-friendly and visually interesting built environments. Reducing the visual appearance of building mass is necessary to creating a harmonious built environment within the district, given that larger and taller buildings are permitted.
- c. **Pedestrian-Scaled Vertical Increments.** Architectural elements or forms should be used to divide the surface of a façade into pedestrian-scaled vertical increments appropriate to the architectural character of the building type. Acceptable divisions of architectural elements or forms include, but are not limited to:
  1. A recess or projection along the building façade for a minimum of 18 inches in depth.
  2. Use of a distinctive architectural element protruding from or recessed into the façade a minimum of three inches, including pilasters, entranceways, or storefronts.
- d. **Horizontal Divisions.** Architectural elements, forms, or expression lines may be used to divide portions of the façade into horizontal divisions appropriate to the architectural character of the building type. Elements may include a cornice, belt course, corbelling with table, moulding, stringcourses, pediment, or other continuous horizontal ornamentation with a minimum one-and-a-half inch depth.
- e. **Minimum Increments.** Unless otherwise determined to be architecturally appropriate by the required reviewing body, minimum increments should be provided pursuant to the building type tables.  
[Insert Illustration]
- f. **Roof Planes.** Where changes in roof plane are required by the building type, they should be used to divide the roof mass into increments no greater than the dimensions

permitted for each building type and should correspond to recesses and projections in building mass. Permitted changes include a change in roof type and/or horizontal or vertical variations in the roof plane.

[Insert Illustration]

## 6.9 Utility Elements on Facades

- a. **Accommodating but Hiding Utility Elements.** Vents, air conditioners and other utility elements must be accommodated on buildings, but should be designed to minimize their visual impact.
- b. **Street-Facing Facades.** Vents, air conditioners, and other utility elements should not be part of any street-facing building façade, unless otherwise permitted for individual building types. However, vents less than 6 inches by 6 inches may be permitted on street-facing facades provided there are no other feasible locations for such vents (in these cases, see 6.9.c regarding design considerations).
- c. **Other Facades.** Where these elements are part of other facades, these elements should be designed to be less visible to public view through architectural integration or other means of screening as approved by the required reviewing body. These elements are not be used to meet blank wall requirements.

[Insert Illustration]

## 6.10 Awnings and Canopies

Awnings and canopies may be used if they function as suitable protection for pedestrians from the elements or otherwise create architectural interest.

- a. **General Functionality.** Awnings and canopies should extend at least four feet over the public right-of-way, at a height of no less than eight feet above the sidewalk. All encroachments of the right-of-way require City approval.
- b. **Installation.** Awnings and canopies may be mounted inside frames, above openings and/or below transoms, but installation methods should be consistent on each facade.
- c. **Design Considerations.** Awnings and canopies should be designed to be consistent with the architecture of the building and other existing awnings and canopies on a building.
- d. **Awnings.**
  1. **Design.** Awnings should be open on the underside.
  2. **Materials.** Awnings should be made of durable and fade-resistant canvas, decorative metal with metal used for the internal structure, or an alternative, high-quality, durable material, if determined to be architecturally appropriate by the required reviewing body.
  3. **Lighting.** Awnings should not be internally illuminated, but may be lighted from above by downcast fixtures mounted to the building wall.

[Insert illustration]

e. **Canopies**

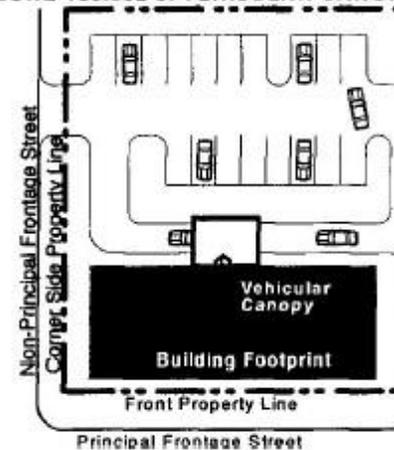
1. **Cladding.** Canopies may be clad with glass, metal, wood, or a combination of these materials.
2. **Construction.** Canopies may be cantilevered or supported from the building wall by metal cables or rods.
3. **Lighting.** Canopies may include downward casting light fixtures or may be lighted from above by downcast fixtures mounted to the building wall. Upcast lighting against the bottom surface of the canopy is discouraged.

[Insert illustration]

4. **Vehicular Canopies**

- a) **Location.** For buildings facing a principal frontage street, vehicular canopies are limited to the rear façade of the principal structure, within the structure, or in the rear of the lot behind the principal structure, where permitted by use. Refer to Figure 153.062-J for an example illustration.
- b) **Design Considerations.** If attached to the principal structure, design of the vehicular canopy should be coordinated with the architecture of the principal structure to which it is associated. Regardless of whether the canopy is attached to or detached from the principal structure, supporting columns should be coordinated with the design of the principal structure.
- c) **Height.** Canopies should not exceed the maximum ground floor height permitted for the specific building type, and in no case should the canopy exceed the height of the principal structure to which it is associated.

FIGURE 153.062-J. VEHICULAR CANOPIES.



### 6.11 Balconies, Porches, Stoops, and Chimneys

The following provisions apply where balconies, open porches, or stoops are incorporated into the façade design facing any street or parking lot.

a. **Balconies**

1. **Size.** Balconies should be designed to be functional and accommodate minimal furnishings.
2. **Connection to Building.** Balconies may be recessed into a building façade, or otherwise independently secured and unconnected to other balconies above and below.
3. **Balconies and the Required Building Zone (RBZ).** Balconies may project into the RBZ or forward of the RBZ, but may not extend into a right-of-way without the approval of the City or be considered as part of a structure used to meet front or corner RBZ requirement.

4. **Façade Coverage.** No more than 40% of each of the front and corner side façades may be covered with balconies.
  5. **Juliet Balconies.**
    - a) **Upper Floors.** Juliet balconies should only be considered on upper floors of buildings where windows extend to the floor or where doors are present.
    - b) **Projections.** Juliet balconies should project no more than 24 inches and should not extend more than six inches past the fenestration. However, if located 8 feet or higher above grade, balconies may extend up to three feet above the right-of-way, pending approval of the City Engineer.
    - c) **Secured.** Juliet balconies used with windows must be secured to the outside window jamb.  
 Sidebar definition: Balcony: For example, Block H units have elevated porch (deck) at first floor of unit connected to a balcony on the second floor above...balconies must be independently secured and unconnected to other balconies above and below. It's connected...but it's not a 'balcony' because its at the first floor and accessible from established grade? DE: Insert definition address this; clarify that unconnected does not mean it has to be unconnected to a porch below it.
- b. **Open Porches**
    1. **Definition.** An open porch should mean a porch that is not enclosed by walls, windows, or screens greater than 24 inches above the porch level on street facing facades of the building. Open porches may be covered with a roof.
    2. **Size.** Porches should be appropriate to the architectural style of the building and have a minimum clear depth of six feet and sufficient width as necessary to be functional for use.
    3. **Street Frontage.** Porches should not be used to meet the front or corner RBZ requirement. Porches are permitted to extend forward of the RBZ but should not encroach within the right-of-way.  
 Sidebar definition: Open porch: A porch that is not enclosed by walls, windows, or screens greater than 24 inches above the porch level on street facing facades of the building. Open porches may be covered with a roof.  
 [Insert graphic or photo]
  - c. **Stoops**
    1. **Size.** Stoops should have a minimum width and depth of five feet of open area and may be located on the front and/or corner side façades of a building.
    2. **Street Frontage.** Stoops and steps should not be used to meet the front or corner Required Building Zoning (RBZ) requirement. Stoops and steps are permitted to extend forward of the RBZ but should not encroach within the right-of-way.

Sidebar definition: Stoop: A small platform outside the entrance door of a building, located above sidewalk grade, and connected to the sidewalk by a short stairway.

[Insert graphic or photo]

**d. Chimneys**

- 1. Architectural Element.** Chimneys on exterior walls should be designed to serve as architectural elements and must be finished in masonry.
- 2. Height.** Chimneys on exterior walls should extend full height from the ground and vertically past the eave line. Cantilevered and shed-type are discouraged.

Sidebar definition: Chimney: A structure projecting from the exterior wall of a building, or projecting through the roof of a building, and enclosing or appearing to enclose a flue designed to carry off smoke or exhaust from a heating device inside the building. It may or may not extend vertically to the eaves line or have a foundation/connection to ground.

[Insert graphic or photo]

- e. Required Building Zone (RBZ) Treatment.** All areas between the front or corner side property lines and the back of the RBZ or setback not occupied by a building should be treated with either a landscape, patio, or streetscape treatment as required by §153.062(F).

- f. Pedestrian Activity within the RBZ.** Where necessary to provide adequate sidewalk width in areas expected to have high volumes of pedestrian activity, such as in a shopping corridor, a streetscape RBZ treatment may be required by the required reviewing body.

- 1. Additional Pedestrian Space.** Under the following circumstances, the required reviewing body may require the building to be located further from the street with a streetscape RBZ treatment, provided the front façade of the building remains within the RBZ for that building type. A public access easement should be required:
  - a)** If a building is proposed to be constructed with a zero lot line setback; and
  - b)** The building façade is adjacent to the public sidewalk at the right-of-way; and
  - c)** The required reviewing body determines that additional sidewalk width is necessary to provide the level of convenient walkability desired in the BSD.
- 2. Shopping Corridors.** The streetscape RBZ treatment should be required for all designated shopping corridors, and in all cases, a minimum 8 feet of clear sidewalk width should be provided through the combination of public right-of-way and required building zone area (provided there are public access easements), as necessary.
- 3. Parking Area Encroachments.** Where parking is permitted to the side or rear of a principal structure pursuant to the building type requirements, surface parking areas and associated driveways may encroach into the front and/or

corner side RBZ provided a street wall is installed to screen the parking area. The area on the street-facing side of the street wall should be treated with landscape, patio, or streetscape RBZ treatment as permitted by the building type.

### 6.12 Mid-Building Pedestrianways

Mid-building pedestrianways are intended to provide safe, well-lit, and attractive paths providing convenient pedestrian access to and from areas such as parking lots, parking structures, and/or service streets from the opposite side of a building.

[Insert Town Center 1 archway at yellow board and batten façade by Starbucks]

- a. **Requirement.** A mid-building entryway is required per the building type requirements and for each principal building with a length or width longer than 250 feet. However, such entryway is most appropriate for elevations located on a principal frontage street and not secondary elevations.
- b. **Parking Accessibility.** Access through buildings to parking lots behind buildings with a pedestrian walkway through the first floor of the building is required based on the building type on principal frontage streets.
- c. **Design Considerations.** The walkway should be a minimum of eight feet wide. One door, window, or opening is encouraged along the pedestrianway for every 30 feet of length. Within shopping corridors, a minimum of 20% ground floor transparency, measured along the length of the walkway, may be provided in place of doors, windows, or other openings.
- d. **Allowance.** A mid-building pedestrianway may serve as a mid-block pedestrianway.

Sidebar Definition: a Mid-block Connection is an area designated for pedestrians to cross a street at a point that does not coincide with a street intersection, and that is identified for both pedestrians and drivers by signage and by a change in color, material, or grade in the area where pedestrians are authorized to cross the street.

[Insert illustration]

### 6.13 Treatments at Terminating Vistas

Terminating vistas are an important urban design treatment that adds to the visual qualities of the district.

- a. **Terminating Element.** When a District Connector Street or a Corridor Connector Street shown on the Street Network Map terminates at a parcel or otherwise creates a terminal view at a parcel, the parcel should be occupied by one of the following elements:
  1. **Vertical Element within Open Space.** If the terminus occurs at an open space, any open space type should be used and a vertical element should terminate the view such as a stand or grid of trees, sculpture, or fountain.
  2. **Termination with Building Element.** The front or corner side of a building, whether fronting a principal frontage street or not, should terminate the view. One of the following treatments is acceptable: a tower, a bay window, courtyard

with a sculpture, pronounced increase in building height, or other similar treatment incorporating a distinct vertical element.

[Insert 153.062 I and photographic examples of different options to meet this goal as well as conditions that create a terminating vista]

### 6.14 Building Variety

Building variety within each block is extremely important to prevent a monotonous design solution. Building variety can be created via the type of dominant material or color, scale, or orientation of that material.

- a. Ensuring Building Variety.** While remaining consistent with the BSD zoning regulations for the selected building type, building design should also vary through at least two of the following elements:
1. The proportion or dimensions of recesses and projections.
  2. A change in the location of the entrance and window placement.
  3. A change in the degree of transparency provided on ground and/or upper floors.
  4. The provision of a mid-building pedestrianway, if the adjacent building does not include such a pedestrianway.
  5. Changes to the roof design, including roof type, plane, material, or towers, unless otherwise stated in the building type requirements.
  6. Changes in building height, such as the addition of another floor(s) or variations in parapet heights, detailing, and lighting.
  7. Pronounced differences in the width of horizontal delineation of the roof of the building or the depth or design of eaves.

### 6.15 Buffering and Transitions Adjacent to either Single Family Buildings (Attached and Detached)

As new buildings are constructed, where they are adjacent to existing single-family buildings (attached or detached), buffering and transitions will be necessary to reduce any potential negative impacts. These guidelines do not apply when new single-family buildings are constructed adjacent to existing single-family buildings.

- a. Building Height.** Buildings should not exceed three stories in height within 50 feet of single family attached and detached buildings.
- b. Setbacks.** Where appropriate additional building and parking setbacks should be provided.
- c. Additional Landscaping.** If additional setbacks are not feasible, additional landscaping should be provided along the adjacent property line.
- d. Light Reduction.** Parking lot and building exterior light levels should be reduced within 30 feet of single family attached and detached buildings.
- e. Noise Mitigation.** Commercial uses should reduce noise levels after 9 pm on weekdays and 11 pm on weekends.

### 6.16 Pedestrian Safety of Parking Structures

- a. **Stairways.** Stairways placed on the perimeter of a parking structure should be architecturally distinct from the background architecture and materials, and include a high degree of transparency. The maximum recommended distance between parking spaces and the nearest exit stairwell is 200 feet.
- b. **Elevators.** At least one elevator should be provided to serve a parking structure (ADA and building code requirements will govern). The maximum recommended distance between any parking space and an elevator is 350 feet.
- c. **Security.** Pedestrian flow should be channeled through openings to permit surveillance, either by a booth cashier or by cameras being monitored from a remote location. If 24-hour coverage is unavailable, active techniques with security personnel who monitor television or sound equipment should be used.

### 6.17 Finished Floor Levels

For buildings with residential uses on the ground floor, the finished floor elevation should be at least 4.5 feet above grade.

### 6.18 Single-Family Homes (Detached)

- a. **General Considerations.** Many of the BSD design guidelines are applicable to buildings other than detached single family homes. But, in addition to any references applicable within these guidelines, the Residential Appearance Standards of 153.190 will apply to the design of detached single-family homes at the time of building permit submittal.
- b. **Materials**
  - 1. **Facades.** Permitted building materials should be high quality, durable materials including but not limited to stone, manufactured stone, brick, wood, metal, exterior architectural metal panels and cladding, and glass.
  - 2. **Roof Materials.** Permitted pitched roof materials include dimensional asphalt composite shingles with a 25-year or greater warranty, wood shingles and shakes, metal tiles or standing seam, slate, ceramic tile, and engineered wood or slate.
  - 3. **Process.** When individual homeowners submit building permits, City staff will review the permit to ensure the proposal is in compliance with these guidelines.
- c. **Covered Entry.** For single-family homes, principal entries should be protected with an architecturally appropriate cover or roof.

## 7. Neighborhoods

The 2010 Vision Plan identified individual sub-districts within the Bridge Street District that were defined by unique existing conditions and development character. These sub-districts were provided policy direction by applying the vision principles, responding to distinct development opportunities, and refined by individual development policies. This section of the BSD Design Guidelines provide that policy direction. Once these geographically-specific guidelines are considered, applicants should also reference guidelines organized by district and site development, in the subsequent sections.

### 7.1 Key Features

These guidelines apply when Gateways or Shopping Corridors are required or encouraged in the individual Vision Plan sub-districts or neighborhoods identified in the BSD zoning regulations.

#### a. Gateways

Gateways are points of identification that provide a sense of arrival to an area, district, or specific location.

1. **Design Considerations.** Gateway elements should enhance the character of the public realm and should be coordinated with the design of the nearby streetscape, open spaces and architecture as may be applicable. Gateway designs should be pedestrian-oriented in scale and should include a combination of architectural elements, landscape features and/or public open spaces.
2. **Location Recommendations.** Gateways should be provided in recommended locations shown in the Vision Plan and zoning code.
3. **Development Review.** Gateway designs should be approved with a Final Development Plan, but general locations should be identified beginning with the Concept Plan and coordinate with the street network.

[Insert Vision Plan map and photos of best practices]

#### b. Shopping Corridor

Shopping corridors are intended to focus retail, restaurant, and entertainment uses in a single area that will create synergy. Such corridors should be defined by an enhanced streetscape and a variety of pedestrian amenities, including public art.

1. **Intent.** The intent for designated shopping corridors is to provide continuous mixed-use street frontages with retail uses and eating and drinking facilities occupying the ground floor of buildings located on streets that have a well-defined and detailed pedestrian realm.

2. **Building Placement and Design.** Buildings with frontage on designated shopping corridors should be sited to accommodate a mix of outdoor activities, such as patios, seating areas, pocket plazas and spacious walkways.
3. **Minimum Length.** The minimum required length of the required shopping corridor should be measured as the aggregate length of the block faces along both sides of the principal frontage street.  
[Insert Tables 153.063-B, 153.063-C, and 153.063.D]
4. **Sidewalk Width.** The minimum width of the public sidewalk within a shopping corridor should be 12 feet. If there is insufficient depth within the right-of-way to accommodate a 12-foot sidewalk, then additional space should be accommodated through an easement on the adjacent private property. Building setbacks should be adjusted to accommodate this guidelines.
5. **Mid-Block Pedestrianway.** Any block exceeding 300 feet within a shopping corridor should provide a mid-block pedestrianway.
6. **Corridors with Corners.** The required shopping corridor may turn the corner of a block provided the minimum required length of the shopping corridor is located along the principal frontage street.

## 7.2 BSD Commercial Neighborhood District

The BSD Commercial Neighborhood District includes parcels located in the SR161 corridor in three nodes: West (between Corbin Mills Road and I-270); Central (between Riverside Drive and Shamrock Boulevard); and East (at the southwest corner of the 161-Sawmill Road intersection).

[Insert location map based on an aerial and images of current conditions and inspirational images]

### a. Design Principles: West Node

1. Under the 2010 Vision Plan, the West Node principally falls within the Bridge Street Gateway District, which is noted as the western gateway to the corridor and should send a strong, positive message about the community's identity. This includes signaling to drivers a distinct shift from the highway to a walkable, mixed-use environment.
2. This node should be the location of high-value development seeking a prominent address – such as office, lodging and retail uses – owing to the high visibility, excellent road access, established presence of major employers, and significant opportunities to improve walkability.
3. East of Corbins Mills Drive and Shawan Falls Drive, redevelopment should provide an appropriate transition from more intensive development adjacent to I270 and the Historic District. Height should be limited to two stories and building footprints should reflect the traditional pattern of Historic Dublin.
4. The SR161/US33/I270 interchange should be framed with multi-story office and hotel buildings supported by structured parking. Mixed use, commercial and residential buildings are appropriate to support these more intense uses.

5. The greenway along the South Fork of Indian Run should be enhanced as accessible public open space, while protecting the 100-year floodplain and stream protection zone as permanent open space.
- b. Design Principles: Central Node**
1. Under the 2010 Vision Plan, this node falls within the Riverside District and the Dublin-Granville Road District. It is located on the south side of SR161 and contains lower density retail uses surrounded by significant amounts of off-street parking. The Vision Plan recommends infill development and redevelopment on these sites.
  2. Given recent development activity to the northwest of this node, these sites are appropriate locations for multi-story office and mixed use development, supported by a limited amount of ground floor retail, and hotel development.
  3. Parcels should be aggregated in order to provide for the density of development that is appropriate for this node. Height can transition west to east, with the tallest buildings located adjacent to Riverside Drive. Structured parking may be necessary in order to fully build out these sites.
  4. Buildings should be placed within close proximity to the right-of-way, with parking located to the rear. Pedestrian amenities, placemaking features, and significant landscaping along the frontage are important to supporting walkability. Drive thru windows are not appropriate, even to the rear of buildings.
- c. Design Principles: East Node**
1. This is a small node at the intersection of SR161 and Sawmill Road that contains retail uses. It is within the Dublin-Granville Road District in the 2010 Vision Plan, which recommends redevelopment with new buildings placed adjacent to the right-of-way, with parking to the rear.
  2. The East Node serves as a gateway to the City. Major redevelopment in the long term should include taller buildings that serve to announce this entry to Dublin, consistent with the Vision Plan and code.
  3. In the interim, expansion of existing buildings is impractical given site geometry and parking requirements. Minor redevelopment could include placing buildings closer to SR161 and Sawmill, provided they are designed to reflect a two-story height (a minimum of 24 feet).
- d. Block, Access, and Street Layout**
1. The parcel and block pattern should evolve to establish the urban grid envisioned in the 2010 Vision Plan.
  2. It is expected that Monterey Road will be extended north into the Dublin City Schools property, once that site is redeveloped.
  3. The street grid established in Historic Dublin will both extend to the west and be replicated west of the Dublin Cemetery, as redevelopment occurs.
  4. The future extension of John Shields Parkway across the Scioto River will eventually intersect with the Frantz/Post/161 intersection.

### e. Open Spaces

1. The emphasis for open spaces within this district will principally focus on preservation of the greenway along the South Fork of Indian Run.
2. Additional open spaces should focus on pocket plazas associated with individual developments.

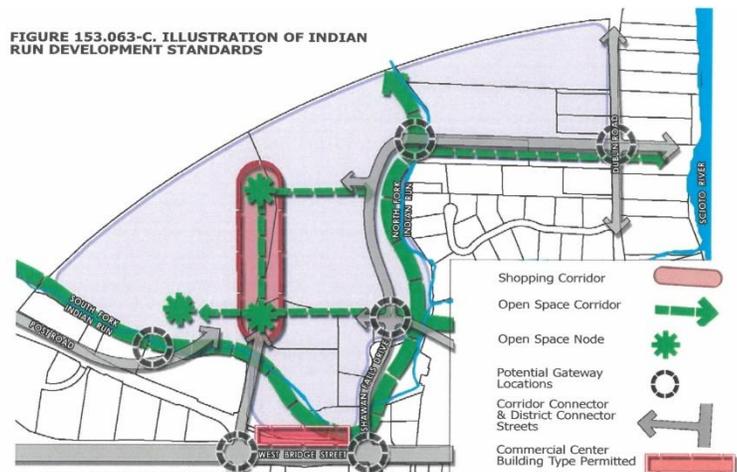
## 7.3 BSD Indian Run Neighborhood District

The 2010 Vision Plan identified this district as one of the City's most important opportunities to accommodate significant new mixed-use development at some point in the future, because of its consolidated ownership, large development parcels, excellent visibility from I-270, and the potential of improved accessibility. This district is located northwest of Historic Dublin and contains properties located adjacent to I-270.

[Insert location map based on an aerial and images of current conditions and inspirational images]

### a. Design Principles

1. While the district has significant potential for redevelopment in the long term and as determined by the property owners, the ability for intensification rests on improvements to the local road network. Without those improvements, intensification will not occur.
2. Future redevelopment should incorporate a variety of complementary activities sufficient to support a dense, pedestrian-oriented mixed use district.
3. The mix of uses should include office, research and development, supporting retail and entertainment, and housing (multi-family and attached single family).
4. In the interim, small scale redevelopment and expansion of existing buildings is supported, provided such development is consistent with the intent of these guidelines and the Street Network Map, while not creating physical obstacles that prohibit future compliance with the 2010 Vision Plan, these guidelines and the code.
5. Highway visibility supports denser office and hotel development, which would serve as anchors for this mixed use district.
6. Major redevelopment of this district should include at least one shopping to concentrate retail, personal services and entertainment in a centralized location(s).
7. An extended road network, including John Shields Parkway and Post/Frantz Road, are necessary before redevelopment may occur. These roads provide an



opportunity to protect green space along the North and South Forks of the Indian Run, which are City priorities.

**b. Block, Access, and Street Layout**

1. The block and street layout is to be consistent with the Street Network Map.
2. The future extension of John Shields Parkway across the Scioto River will eventually intersect with the Frantz/Post/161 intersection.
3. A grid street network is intended to be constructed if and when this neighborhood is redeveloped, providing connectivity to the SR161 corridor and eastward beyond the Scioto River.
4. Although Rock Cress Parkway will not cross the South Fork of Indian Run, a pedestrian/bicycle crossing above the existing sanitary sewer line would be an appropriate addition to the street network.

**c. Open Spaces**

1. The BSD Indian Run Neighborhood District should include a high quality open space network that balances a variety of natural greenways and hardscape areas designed to provide intimate gathering spaces appropriate for an urban setting.
2. Open spaces should be organized as a series of interconnected nodes and corridors appropriate to the scale and character of surrounding streets, buildings and land uses. The purpose of this requirement is to create highly accessible public gathering spaces and activity areas along a continuous open space network weaving through and around the edges of this urban neighborhood.
3. The John Shields Parkway/Rock Cress Parkway greenways will connect this district with the Historic District and Bridge Park, creating pedestrian and bicycle connections and natural corridors from this mixed use activity center to the Scioto River and throughout the Bridge Street District.

## 7.4 BSD Office Neighborhood District

The BSD Office Neighborhood District is located within the Dublin-Granville Road District within the 2010 Vision Plan. While the district developed in an auto-oriented pattern, it provides opportunity for redevelopment and infill that transitions between the Sawmill Road corridor and Bridge Park. Office uses should remain a land use focus. It is limited to one portion of the SR161 corridor. The district includes the Wendy's Company corporate headquarters and several parcels to the east that contain office, institutional, and automotive uses.

[Insert location map based on an aerial and images of current conditions and inspirational images]

**a. Design Principles**

1. The Wendy's Company site offers the most significant opportunity within this sub-district for large scale redevelopment, if and when the property owner chooses to make such investments. With the addition of structured parking, this site could accommodate a significant amount of multi-story office development. Adjacency to Bridge Park and Riverside Crossing Park provides walkable amenities to support further office and mixed use development. Any new

construction should front SR161 and Shamrock Boulevard to create a street presence, with structured parking and plazas located on the interior of the site.

2. The remainder of the district is comprised of much smaller parcels that provide some opportunity for redevelopment and infill without parcel consolidation. Office should continue to be the preferred use for these parcels. Buildings should have a minimum height measured as two stories (24 feet), provided parking requirements are met. On parcels too small to accommodate this density of development, combinations with adjacent parcels are supported.
  3. While the SR161 corridor will remain auto-oriented, new buildings should be placed about 25 feet from the edge of right-of-way and front yards should be enhanced with significant landscaping.
- b. Block, Access, and Street Layout**
1. The block and street layout is to be consistent with the Street Network Map.
  2. The block and street layout should be consistent with the existing pattern of blocks and streets to the maximum extent practical and not inconsistent with the Street Network Map.
  3. In places where a street is proposed to be vacated or not constructed per the Street Network Map, a pedestrianway must be provided to ensure connectivity within the district.
- c. Open Spaces**
1. The emphasis for open spaces within this district should be on pocket plazas associated with individual developments, other than the Wendy's Company site, which could accommodate a variety of open spaces given its size, provided that redevelopment was to be proposed.

## 7.5 BSD Office Residential Neighborhood District

The BSD Office Residential Neighborhood District is intended to accommodate a mix of office, commercial, and residential uses along the south side of I270. It is part of the Tuller/Greenway District in the 2010 Vision Plan, which recommends large scale residential redevelopment of the district to accommodate additional multi-family housing. In the interim, the current mix of uses is expected to continue for the foreseeable future.

[Insert location map based on an aerial and images of current conditions and inspirational images]

### a. Design Principles

1. Highway visibility and access to nearby districts within BSD will continue to support the current mix of uses. While the long term vision is for significant change, in the interim additional non-residential uses should be accommodated based on market demand. This will strengthen this small commercial area.
2. Redevelopment and infill should be supported, but is not expected in the short term. Expansion of existing buildings should be supported where feasible, given parking and setback requirements.

**b. Block, Access, and Street Layout**

1. The block and street layout is to be consistent with the Street Network Map.
2. The block and street layout should be consistent with the existing pattern of blocks and streets to the maximum extent practical and not inconsistent with the Street Network Map.
3. In places where a street is proposed to be vacated or not constructed per the Street Network Map, a pedestrianway should be provided to ensure connectivity within the district.

**c. Open Spaces**

1. The emphasis for open spaces within this district should be on pocket plazas associated with individual developments.

**7.6 BSD Public Neighborhood District**

The BSD Public Neighborhood District is limited to the Dublin City Schools property along W. Bridge Street, as well as the city-owned open spaces (Dublin Cemetery, Dublin Veterans Park, Indian Run Falls Park, Riverside Crossing Park and Martin Commons Park. Under the 2010 Vision Plan, these properties fell within several districts.

[Insert location map based on an aerial and images of current conditions and inspirational images]

**a. Design Principles**

1. The Dublin City Schools property is expected to continue in its current form for the foreseeable future. Additions and expansions, as well as other site improvements fall under the BSD code within this district. Any future redevelopment of this site should be consistent with the 2010 Vision Plan.
2. All other parkland that is designated within this district is expected to continue as such. Riverside Crossing Park and related improvements (pedestrian/bike bridge, west and east plaza, shelter building, etc.) are subject to review and approval under the BSD code.

**b. Block, Access, and Street Layout**

1. The block and street layout is to be consistent with the Street Network Map.
2. The block and street layout should be consistent with the existing pattern of blocks and streets to the maximum extent practical and not inconsistent with the Street Network Map.

**c. Open Spaces**

1. Within this district, the designated parks and open spaces should continue to develop consistent with their respective planning documents.

**7.7 BSD Residential Neighborhood District**

The BSD Residential Neighborhood District contains three major residential neighborhoods (Greystone Mews, Sycamore Ridge and Tuller Flats), as well as a flex-office development at the northeast corner of Dale Drive and John Shields Parkway. This district is part of the Tuller/Greenway District in the 2010 Vision Plan, which emphasized the development of

integrated neighborhoods in this area. In the near term, the current development pattern is expected to continue. No changes are anticipated relative to the residential neighborhoods. [Insert location map based on an aerial and images of current conditions and inspirational images]

**a. Design Principles**

1. This continues to be an emerging residential district, anchored by Greystone Mews, Sycamore Ridge, and Tuller Flats. Additional residential development is expected, with a mix of unit types preferred.
2. There is very limited opportunity for retail and commercial uses, given that much of the district is located between major concentrations of commercial development (Bridge Park and Dublin Village Center).
3. Redevelopment of the northeast corner of Dale and John Shields should focus on multi-story residential with a height of no greater than four stories.

**b. Block, Access, and Street Layout**

1. The block and street layout is to be consistent with the Street Network Map.
2. The block and street layout should be consistent with the existing pattern of blocks and streets to the maximum extent practical and not inconsistent with the Street Network Map.
3. In places where a street is proposed to be vacated or not constructed per the Street Network Map, a pedestrianway should be provided to ensure connectivity within the district.

**c. Open Spaces**

1. The emphasis for open spaces within this district should be on the John Shields Parkway greenway, which is located on the south side of the road.
2. In addition, a significant public park has been incorporated within the Tuller Flats development.
3. Any additional open space should focus on pocket plazas associated with individual developments.

EXHIBIT C  
FIGURE 153.063-A.  
Illustration of Sawmill Center Neighborhood  
Development Standards



## 7.8 BSD Sawmill Center Neighborhood District

The BSD Sawmill Center Neighborhood District is part of, but larger than, the Sawmill District as defined within the 2010 Vision Plan. The plan identified this district as a prime redevelopment site to create a major walkable mixed-use district with 24/7 activity, owing to its proximity to the I-270 interchange at Sawmill Road and the

consolidated ownership of more than 50 acres of land on the current Dublin Village Center site. While individual properties and buildings continue to undergo minor modifications and improvements, the district offers the potential for major redevelopment on a phased approach, provided such investment is consistent with the adopted Vision Plan, BSD zoning code and the guidelines.

[Insert location map based on an aerial and images of current conditions and inspirational images]

**a. Design Principles**

1. Major redevelopment should incorporate enough complementary activities into a dense, pedestrian-oriented network of mixed-use buildings and blocks to form a critical mass that generates 24/7 activity. Major redevelopment should include a land use mix of regional-destination retail, dining, entertainment, offices, and housing. Small floorplate multi-tenant office buildings are appropriate, placed in blocks that contain ground floor retail and multi-family housing.
2. Major redevelopment of this district should include at least one shopping corridor to concentrate retail, personal services and entertainment in a centralized location(s).
3. Smaller out parcels are expected to redevelop with freestanding buildings that are consistent in character and uses to the district.
4. In the interim, small scale redevelopment and expansion of existing buildings is supported, provided such development is consistent with the intent of these guidelines and the Street Network Map, while not creating physical obstacles that prohibit future compliance with the 2010 Vision Plan, these guidelines and the code.
5. Where feasible, aggregation of small parcels is encouraged in order to create larger development sites that maximize development potential. Likewise, relocation of existing uses to more appropriate locations, while opening sites to more intensive development is supported.
6. Along the Sawmill and SR161 frontage, one-story freestanding, retail buildings may be appropriate on smaller parcels that cannot be aggregated, provided they are designed to reflect a two-story height (24 feet).
7. Greenway and street linkages to the west are critical to establishing a grid road network consistent with the Street Network Map. Block and lot layout should reinforce this grid network, consistent with code.

**b. Block, Access, and Street Layout**

1. The block and street layout is to be consistent with the Street Network Map.
2. The block and street layout should be consistent with the existing pattern of blocks and streets to the maximum extent practical and not inconsistent with the Street Network Map.
3. John Shields Parkway is to extend to the east and intersect with Sawmill Road.
4. In the long term, the potential exists for an extension of Village Parkway to the north across I270 to provide connectivity with Emerald Parkway and relief to Sawmill Road.



[Insert location map based on an aerial and images of current conditions and inspirational images]

**a. Design Principles**

1. Major redevelopment should incorporate enough complementary activities into a dense, pedestrian-oriented network of mixed-use buildings and blocks to form a critical mass that generates 24/7 activity.
2. Major redevelopment should include a mix of office, housing and supportive commercial uses. Multi-story buildings should contain ground floors that are activated with commercial uses that support pedestrian activity.
3. Each major redevelopment phase of this district should include one shopping corridor to concentrate retail, personal services and entertainment in a centralized location(s).
4. Building heights should vary to create visual interest.

**b. Block, Access, and Street Layout**

1. The block and street layout is to be consistent with the Street Network Map.
2. The block and street layout should be consistent with the existing pattern of blocks and streets to the maximum extent practical and not inconsistent with the Street Network Map.
3. The initial components of an urban grid have been established with the relocation and construction of Riverside Drive, the roundabout at SR161, Bridge Park Avenue extending east to Village Parkway, and John Shields Parkway.

**c. Open Spaces**

1. The BSD Scioto River Neighborhood District is intended to be organized by a high quality open space network, anchored by Riverside Crossing Park, that balances a variety of natural greenways and hardscape areas designed to provide intimate gathering spaces appropriate for an urban setting.
2. The John Shields Parkway greenway connects this district with the BSD Sawmill Center Neighborhood District to the east, creating pedestrian and bicycle connections and natural corridors from this mixed use activity center to the Sawmill Center and throughout the Bridge Street District.
3. Open spaces within the district should be organized as a series of interconnected nodes and corridors appropriate to the scale and character of surrounding streets, buildings and land uses. The purpose of this requirement is to create highly accessible public gathering spaces and activity areas along a continuous open space network weaving through and around the edges of this urban neighborhood.
4. Open space corridors and nodes should be coordinated with the street network, and with gateways where applicable.
5. Open space nodes should be provided at prominent street intersections, such as those serving as entrances to a designated shopping corridor, the open spaces associated with the pedestrian bridge landing, and other gateway locations, with other appropriately scaled open space types integrated along the corridor as appropriate to the character of the street.

## 8. Open Spaces

The 2010 Vision Plan includes as one of its five vision principles the following: “Embrace Dublin’s natural setting and celebrate a commitment to environmental sustainability.” This principle speaks to celebrating the Scioto River, the north and south forks of the Indian Run, and other natural features “as symbols of Dublin’s commitment to environmental preservation and sustainability.”

At the same time, the vision principles speak to integrating the district into community life through the creation of lively public spaces, while creating places that “embody Dublin’s commitment to community” as a 21<sup>st</sup> century community marked by walkability, variety and vitality. This is embodied through the creation of vibrant and walkable mixed-use districts that build on Dublin’s quality and character.

Taken together, these principles provide the foundation for establishing a unique, integrated open space network that builds upon the river and stream corridors, including outstanding resources such as the Scioto River Valley and Shawan Falls, while providing smaller scale public spaces throughout new development in the district.

### 8.1 Goals

Specific open space goals for the Bridge Street District include the following:

- a. Continue Dublin’s tradition of finding community in green spaces: unique natural areas to preserve and celebrate with sensitive access; new parks and plazas that form everyday centers of community in unique neighborhoods; and greenways that expand the citywide recreational-path network.
- b. Intensify community life by bringing together around diverse activities throughout the day and week: opportunities to experience nature within walkable focus areas.
- c. Preserve and celebrate the Scioto River and Indian Run as natural parks that serve as focal points for nearby properties and become destinations; use these and other natural features to define the corridor’s unique characteristics – such as orienting views from new development toward green spaces and introducing wooded walking paths to connect through neighborhoods; and support district-based approaches to energy and water infrastructure that maximize the environmental benefits of new development.

- d. Create social connections with inviting parks, squares, and other programmed public spaces; create cultural connections with expanded civic uses such as libraries and other community facilities; and create physical connections with bike paths, walking paths, and transit.

## 8.2 Open Space Network Framework Plan

To provide policy direction as new development occurs in the district, the Open Space Network Framework Plan provides guidance in terms of the open space expectations for the Bridge Street District. The plan's major components are:

- a. Scioto River and its valley as a major backbone for the open space network.
- b. Shawan Falls, its valley and the north and south forks of the Indian Run as the secondary backbone.
- c. John Shields Parkway and Rock Cress Parkway as a greenway and cycle track backbone.
- d. Riverside Crossing Park as the City's major public park within the district, serving as a front lawn for the community.
- e. An intimate series of smaller parks, integrated into private and public development projects.
- f. A highly finished streetscape network that enhances pedestrian activity and integrates with the open space network.
- g. Bike path system, anchored by the cycle track, supported by bike hubs and providing a transportation modal choice that supports the 24/7 environment that is envisioned for the district.

[Map to be updated]



### 8.3 Open Space Types and Related Guidelines

The following describes the various types of open space facilities that are intended to be developed in the Bridge Street District.

- a. Pocket Plaza.** Pocket plazas are intended to provide a formal open space of relatively small scale to serve as impromptu gathering places for civic, social, and commercial purposes. Typically located on private property, the pocket plaza is designed as a well-defined area of refuge separate from the public sidewalk. These areas contain a greater amount of impervious coverage than other open space types. Seating areas are encouraged and special features, such as fountains and public art installations, are encouraged.

[Insert conceptual illustration and inspirational images]
- b. Pocket Park.** Pocket parks are intended to provide small scale, primarily landscaped active or passive recreation and gathering spaces for neighborhood residents within walking distance. Located on public or private property, the design and programming of pocket parks should respond to the needs of residents in the immediate vicinity.

[Insert conceptual illustration and inspirational images]
- c. Green.** Greens are intended to provide informal, medium scale active or passive recreation for neighborhood residents within walking distance. Greens are typically located on public property.

[Insert conceptual illustration and inspirational images]
- d. Square.** Squares are intended to provide formal open space of medium scale to serve as a gathering place for civic, social, and commercial purposes. Typically located on public property, squares are generally rectilinear and bordered on all sides by a vehicular right-of-way, which together with adjacent building façades define the space. Squares contain both hardscape areas, such as paths, fountains, gazebos, public art, and street furniture, as well as landscaping.

[Insert conceptual illustration and inspirational images]
- e. Plaza.** Plazas are intended to provide formal open space of medium scale to serve as a gathering place for civic, social, and commercial purposes. Plazas are usually located in areas where land uses are more diverse and there is potential for a greater level of pedestrian activity. Typically located on private property, the plaza may contain a greater amount of impervious coverage than any other open space type. Special features, such as fountains and public art installations, are encouraged.

[Insert conceptual illustration and inspirational images]
- f. Park.** Parks are intended to provide informal active and passive larger-scale recreational amenities to city residents and visitors. Typically public property, parks have natural plantings and can be created around existing natural features such as water bodies or tree stands. Parks can be used to define edges of neighborhoods and districts.

[Insert conceptual illustration and inspirational images]

- g. Greenway.** 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 of the Bridge Street District. Typically, greenways are part of the public right-of-way or located on public property. Greenways are designated by the City consistent with the Open Space Network Framework Plan.
1. Portions of greenways may follow and preserve a natural feature, such as a river or stream edge, ravine, or tree row, or built features, such as streets.
  2. Greenways can be used to define edges of neighborhoods and districts and may be directly adjacent to other open space types.
  3. Greenways should be continuous and connected. Any private greenway developed should be adjacent to or directly across a street from another existing greenway, a proposed greenway, park, or buffer area adjacent to the Scioto River or either fork of the Indian Run.
  4. When the rear or side of a building is adjacent to a greenway, that façade of the building should be treated as if it were located on a principal frontage street.
  5. The John Shields Parkway greenway will follow along one side of the road and should have a minimum depth of 30 feet with the goal of a depth of 60 feet, where possible. Additional depth is appropriate within a given block or adjacent to a stream or other natural feature.
  6. Open space is to be preserved between John Shields Parkway and the Indian Run. In general, this open space is to be maintained as a natural area to preserve the ecological functions of the stream, as well as its outstanding rock faces and the ravine.
  7. Wherever feasible, major greenways should connect to minor greenways and pedestrian/bike paths to create a network serving the district.
  8. Building frontage that abuts a greenway should be treated as street frontage for the purposes of the BSD zoning code, thereby meeting the street-facing façade requirements (the minimum front property line coverage requirements should be considered for reduction by up to 50% along the greenway).
  9. As appropriate, outdoor dining and related amenities should be provided along greenways in order to activate the adjacent street and sidewalk system.
- [Insert conceptual illustration and inspirational images]

#### 8.4 Open Space Type Guidelines

The following table summarizes the standards that define each type of open space allowed in the Bridge Street District.

| Table 153.064-A. Summary of Open Space Type Guidelines [1] |              |             |                                 |        |       |                                     |          |
|--|--------------|-------------|---------------------------------|--------|-------|-------------------------------------|----------|
| Open Space Type  | Pocket Plaza | Pocket Park | Green                           | Square | Plaza | Park                                | Greenway |
| Minimum (acres)  | 0.007        | 0.275       | 0.50                            | 0.25   | 0.25  | 2.00                                | [2] [3]  |
| Maximum Size (acres)                                       | 0.274        | 0.50        | 3.00                            | 2.00   | 1.00  | None                                | None     |
| Minimum % Perimeter Along Street/Building                  | 30%          | 30%         | 100% or 50% for over 1.25 acres | 100%   | 30%   | 30% up to 5 acres; 20% over 5 acres | 50%      |

| Table 153.064-A. Summary of Open Space Type Guidelines [1]   |  |                             |                 |  |  |   |           |
|--|--|-----------------------------|-----------------|--|--|---|-----------|
| Open Space Type  | Pocket Plaza   | Pocket Park                 | Green           | Square   | Plaza  | Park  | Greenway  |
| Districts Permitted  | All, except BSD Residential, BSD Office, Residential | All                         | All             | All  | All, except BSD Residential                    | All   | All       |
| Frontage Orientation Buildings/ Parcels  | Front or Corner                                      | Any                         | Front or Corner | Front or Corner                                | Front or Corner                                | Any   | Any       |
| Permitted Uses/ Structures (limited to 500 sf)   | None   | See footnote 1, Playgrounds | Playgrounds     | Fully Enclosed Structures (maximum 5% of area) | Fully Enclosed Structures (maximum 5% of area) | Designated Sports Fields, Playgrounds, Fully Enclosed Structures (if 3 acres or more, maximum 2% of area) |           |
| Impervious and Semi-Pervious Surface (%)   | Min 40%; Max 80% + 10%                               | 30% + 10%                   | 20% + 15%       | 40% + 20%                                      | Min 40%; Max 80% + 10%                         | 25% + 10%   | 20% + 10% |
| <b>Notes</b><br>[1] Small scale recreation courts and activity areas such as bocce, shuffleboard, or game tables are permitted.<br>[2] Coordination. Greenways should be continuous and connected. Any private greenway developed should be adjacent to or directly across a street from another existing Greenway, a proposed Greenway, a Park, or buffer areas adjacent to the Scioto River or either fork of the Indian Run.<br>[3] Building Frontage. When the rear or side of a building is adjacent to a Greenway, that façade of the building should be treated as if it were located on a principal frontage street.<br>[4] Ponds and lakes are not permitted. |  |                             |                 |  |  |   |           |

## 8.5 Dimensions and Measurements

Minimum and maximum size of open space is measured along the parcel lines of the property.

- a. **Proportion Requirement.** With the exception of the greenway, open space types should be sized at a ratio of not more than three to one (3:1), length to width.
- b. **Minimum Percentage of Street Right-of-Way Frontage Required.** The minimum percentage of street right-of-way frontage required is measured as the minimum percentage of the open space perimeter, as measured along the outer parcel line or edge of the space that should be located directly adjacent to a street right-of-way, excluding alley frontage. This requirement provides access and visibility to the open space.

## 8.6 Frontage Orientation towards Open Space

In general, buildings and parcels adjacent to, or located across the street from, open space should have front facades oriented towards the open space. In cases where a building fronts both a principal frontage street and a secondary street, the entrance should be located on the principal frontage street.

## 8.7 Improvements

The following types of development and improvements may be permitted on an open space type, as determined by the required reviewing body.

- a. **Designated Sports Fields.** Designated sports fields are ball fields or courts designed for one or more sports including, but not limited to, baseball fields, softball fields, soccer fields, basketball courts, football fields, and tennis courts. Small scale recreational courts and activity areas such as bocce, shuffleboard or game tables are not classified as designated sports fields.

Sidebar definition: Playground: An area with play structures and equipment typically for children, such as slides, swings, climbing structures, and skate parks.

- b. **Site Furnishings.** High quality, City-approved site furnishings including but not limited to benches, planters, bicycle racks, and waste receptacles are permitted and encouraged in all open spaces.

## 8.8 Structures

- a. **Design.** Ancillary structures in open spaces should not be subject to the physical requirements of the building types, but should be designed and furnished to be consistent with the district in which they are located and consistent with the building material requirements of the guidelines. Consistency may be achieved through frontage, massing, and character similar to adjacent development, as determined by the required reviewing body.
- b. **Fully-Enclosed Structures**
  1. **Maximum Area.** Where permitted, fully enclosed structures are limited to a maximum building coverage as a percentage of the open space area. In no case should an individual fully enclosed structure exceed 500 square feet in area unless approved by the required reviewing body.
  2. **Accessory Structures.** Fully enclosed structures may include such accessory uses as maintenance sheds, refreshment stands, newsstands, and restrooms.
  3. **Semi-Enclosed Structures.** Open-air structures, such as gazebos, open air pavilions, picnic shelters, outdoor theaters, and similar structures, are permitted in all open spaces.

## 8.9 Maximum Impervious and Semi-Pervious Surface Permitted

In Table 153.064-A, the amounts of impervious and semi-pervious coverage are provided separately to allow an additional amount of semi-pervious surface, such as permeable paving, for paved surfaces including but not limited to parking facilities, driveways, sidewalks, paths, and structures.

## 8.10 Open Water

Open water within an open space should be located at least 20 feet from a property line unless the required reviewing body determines that a lesser distance will ensure public safety.

### 8.11 Fencing and Walls

Open spaces may incorporate fencing and walls provided that the following requirements are met.

- a. Fencing should not exceed 48 inches, unless otherwise approved by the required reviewing body for special circumstances such as proximity to highway right-of-way and/or use around swimming pools, ball fields, and ball courts.
- b. Walls should not exceed 36 inches as measured from the established grade.

### 8.12 Review for Consistency

All proposed open space types are reviewed during the Development Plan steps or Minor Project application review process to determine the suitability of the open space. In determining the suitability of areas to be set aside for new open space types or in considering the ability of existing open space types to meet the requirement, the reviewing body may consider all relevant factors and information, including but not limited to:

- a. The goals and objectives of the Community Plan (including the Bridge Street District Area Plan), Parks and Recreation Master Plan and Open Space Network Framework Plan;
- b. Suitability of the open space for active or passive recreational use or preservation of natural features;
- c. The need for specific types of open space and recreation in the Bridge Street District and particularly in the general vicinity of the proposed development taking into account the anticipated users of the open space and nearby land uses; and
- d. The proximity or potential connectivity to other open space types.

If the Planning and Zoning Commission determines that all or a portion of the open space proposed is inconsistent with any of these considerations, a fee-in-lieu of the provision of open space, or a combination of fee and provision of open space may be used to meet the requirement if approved by the commission in accordance with the BSD zoning regulations.

## 9. Site Development

The site development guidelines address the City's expectations that are specific to the Bridge Street District affecting the details regarding site design, construction, and functionality. These guidelines augment both the BSD zoning regulations and the City Zoning Code but do not authorize a design that is inconsistent with the zoning code.

### 9.1 Multi-Modal Facilities

#### a. Required Bicycle Parking

1. **Facility Type.** Designs of bicycle racks, docks, posts, and lockers are encouraged to be decorative, unique, and appropriate to the surrounding area. Bicycle parking design should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided.
2. **Location.** Covered bicycle parking areas are encouraged to be sheltered from natural elements by locating them inside or under principal or accessory structures, in bicycle lockers, under roof extensions, overhangs, awnings, carports or enclosures, or other similar methods.

Covered bicycle parking areas should be in accordance with building type requirements. If located within the RBZ, covered parking must provide at least five feet of clear area for pedestrians.

#### b. Pedestrian Circulation in Surface Parking Lots

1. **Walkway Required.** Each surface parking area that contains 50 or more parking spaces, or contains any parking spaces located more than 350 feet from the front façade of the principal structure, should contain at least one pedestrian walkway or sidewalk allowing pedestrians to pass from the row of parking farthest from the primary building façade to the primary building entrance.
2. **Walkway Design.** The required walkway should be at least five feet wide, should not be located within a driving aisle, and, where possible, should be located in a landscaped island running perpendicular to the primary building façade.

### 9.2 Landscaping and Tree Preservation

Because the BSD zoning districts reflect a more urban, mixed-use character than other areas of the City, these standards generally allow landscaping benefits to be achieved through intensities of planting or other forms of screening as an alternative to wide planted areas. Quantitative requirements for landscape materials are intended to provide minimum amounts based on the scale and intensity of development.

Unless otherwise specified, these requirements should not be interpreted as requiring regular, symmetrical or standardized intervals of vegetation within landscape areas. Required

landscaping should be creatively and architecturally designed to add four seasons of visual interest and preserve natural integrity, and be appropriate to the character of the surrounding area.

[Insert aspirational photos of what to do and what not to do.]

- a. **Perimeter Landscape Buffering.** Perimeter landscape buffering is intended to provide a buffer between land uses of significantly different intensities. The buffering is intended to obscure the higher-intensity land use from view and block potential negative impacts related to noise, lighting levels, and activity through the use of denser landscape screening and/or a fence or wall visually softened by clustered plantings, creatively and architecturally designed, as appropriate to the character of the surrounding area, and approved by the required reviewing body.
- b. **Surface Parking and Circulation Area Landscaping - Street Frontage Screening**
  1. **General Requirements**
    - a) Required landscaping should be installed within five feet of the edge of the parking lot and may be creatively clustered and architecturally designed, as appropriate to the character of the surrounding area.
    - b) Where temporary conditions are anticipated, such as developments planned in phases, the required reviewing body may consider alternative street frontage screening treatments consistent with an approved application as provided in the zoning code.
    - c) Where the surface parking lot/vehicular use area's proximity to the public right-of-way varies such that different treatments are required, the street frontage screening required for the majority of that side of the parking lot/vehicular use area should be required along the entire frontage of that same side of the parking lot/vehicular use area.
  2. **When Located within 20-40 Feet of a Street Right-of-Way.** Where a surface parking lot/vehicular use area is located between 20 feet and 40 feet of any street right-of-way the property owner should install at least one deciduous tree per 40 lineal feet, or fraction thereof, of a parking lot boundary facing the public street, in addition to the street trees required in the Site Development Standards of the BSD zoning regulations. In addition, at least five deciduous or evergreen shrubs per 25 lineal feet, or fraction thereof, of a parking lot boundary facing the public street should be installed, with a mature height of at least three feet.
  3. **When Located within 20 Feet of a Street Right-of-Way.** Where a surface parking lot/vehicular use area is located within 20 feet of any street right-of-way, the property owner should install a street wall in accordance with in the Site Development Standards of the BSD zoning regulations and these guidelines. In addition, at least five deciduous or evergreen shrubs per 25 lineal feet, or fraction thereof, of a parking lot boundary facing the public street.
  4. **When Located within 20 Feet of a Principal Frontage Street.** Where a surface parking lot/vehicular use area is located within 20 feet of a principal frontage street, the property owner should install a masonry or wrought iron street wall in accordance with in the Site Development Standards of the BSD

zoning regulations and these guidelines. In addition, at least five deciduous or evergreen shrubs per 25 lineal feet, or fraction thereof, of a parking lot boundary facing the public street should be installed.

5. **When Located within 40 Feet of An Alley/Service Street.** Unless otherwise approved by the required reviewing body, where a surface parking lot/vehicular use area is located within 40 feet of an alley or service street, the property owner should install at least five deciduous or evergreen shrubs with a mature height of at least three feet, per 25 lineal feet or fraction thereof of the parking lot boundary.

**c. Interior Landscaping**

1. **Islands and Peninsulas.** All required landscaped areas should consist of curbed islands, peninsulas or swales (as approved by the City Engineer) that are surrounded on at least two sides by pavement. Landscaping on the perimeter of the parking lot is not counted toward meeting this requirement.
2. **Minimum Dimensions.** All landscape islands must include a minimum width of ten feet from back to back of curb. All islands should be a minimum of 180 square feet in area. Parking lot islands should be designed in clusters to enhance plant survivability and should be distributed as evenly as possible throughout paved parking areas, without being required in the interior of service courts and loading dock areas.
3. **Tree Quantity.** A minimum of one broad leaf/deciduous tree should be provided for every 300 square feet of required landscaped area.
4. **Clear Space.** When a landscape peninsula or island abuts the length of a parking space, a clear space for persons entering and exiting parked vehicles should be provided by turf or pavers, mulch, decorative stone, or other similar non-vegetative material.
5. **Interior Landscaping Standards.** Each interior landscaped area must include at least one deciduous shade tree (from the approved Urban Street Tree List) to be counted toward the required landscape area. Trees should have a clear trunk of at least seven feet above the ground, and the remaining area should be landscaped with hardwood mulch, shrubs, perennials or ground cover. Interior tree lawns and large consolidated islands may also use turf. Shrubs or perennials should not exceed two feet in mature height.
6. **Drainage.** Required on-site drainage should be incorporated into interior landscaped areas to the maximum extent practicable consistent with the standards in the City of Dublin Stormwater Management Design Manual. If a curb is located at the edge of a landscaped area, planted areas should be installed at a lower grade than the parking lot pavement and curbing should have openings or gaps allowing drainage from the pavement to enter and percolate through the landscaped areas. Plantings in landscaped areas intended to be used for biofiltration should be those appropriate for rain gardens.

**d. Foundation Planting**

- 1. Locations.** On those facades where building foundation landscaping is required, plantings are required along all portions of the façade except for building entrances or utility connections.
- 2. Quantity.** Building foundation landscaping should consist of at least one shrub per each 10 linear feet of building façade, or fraction thereof, within a landscape bed or raised planter. Shrub spacing should be at the industry minimum standard by species. Plantings should be designed and creatively clustered by species, and respond to the character of the adjacent architecture and surrounding area.
- 3. Planters and Boxes.** Where streetscape or patio RBZ treatment is provided, raised planting beds, raised planters, and flower boxes may be used, subject to approval of the reviewing body. If used, such features may not be constructed using railroad ties, unfinished/unsplit concrete masonry units (CMU), and similar materials.
- 4. Height at Planting.** Building foundation landscaping may be installed at building foundation grade level or in a raised planter. The planter should not be higher than three feet above the building foundation grade level. Roof top gardens do not count towards meeting this requirement.
- 5. Additional Material.** A majority of the surface area of any foundation planting landscape bed should be covered by living materials, rather than bark, mulch, gravel, decorative stone, or other non-living materials in accordance with in the Site Development Standards of the BSD zoning regulations.

**e. Street Walls.** Street walls are intended to screen vehicular use areas, service areas, and/or to define the pedestrian realm.

- 1. Purpose.** Street walls are intended to be placed within the front and/or corner side RBZ where an RBZ exists. If an RBZ is occupied by a building, the street wall should be installed along the same plane as the nearest building façade.
- 2. Design.** Street walls should be designed to coordinate with the architectural character of the building to which it is associated. Methods for constructing street walls include brick, stone, wrought iron fencing combined with landscaping (wrought iron street wall type), or a hedgerow combined with landscaping and masonry posts (solid hedge and post type). The required reviewing body may require specific or alternative street wall designs, such as stacked stone walls, based on the design of the associated building and/or the development character of the lots surrounding the site.
- 3. Masonry Walls.** For masonry street walls, at least five shrubs per 25 feet of linear street frontage or fraction thereof should be planted on the street side of the masonry wall where the landscape RBZ treatment is used.
- 4. Wrought Iron.** For a wrought iron street wall, at least five shrubs per 25 feet of linear street frontage or fraction thereof should be planted on the side of the fence interior to the lot.
- 5. Hedges.** For a solid hedge, dense, closely spaced living plant material composed of trees, deciduous or evergreen shrubs, or a combination thereof, with a masonry post should be planted every 25 feet of linear street frontage or fraction

thereof. The ground on the street side of the hedge should be landscaped with ground cover exclusive of grass.

6. **Additional Material.** In all areas where landscaping is required, within four years after installation a minimum of 80% of the surface area of any landscape bed should be covered by living materials, rather than bark, mulch, gravel, or other non-living materials.
- f. **Roof-Mounted Mechanical Equipment**
1. **Screening.** A screening structure located around the equipment that incorporates at least one of the primary materials and colors on a street-facing façade of the principal structure;
  2. **Living Wall/Vertical Garden.** A living wall or vertical garden that is covered by vegetation to provide a minimum of 50% year round opacity;
  3. **Parapets.** A parapet wall or similar feature that is an integral part of the building's architectural design, meeting the following guidelines:
    - a) Fully opaque year round and at least as tall as the height of the mechanical equipment being screened;
    - b) Designed to screen the mechanical equipment from view from the street(s) and any adjacent building of similar or lower height;
    - c) No less than two feet and no more than six feet high; and
    - d) Where a six foot parapet is insufficient to screen rooftop mechanical equipment a screening structure should be required as provided in the Site Development Standards of the BSD zoning regulations.
- g. **Ground-Mounted Mechanical Equipment**
1. **Screening.** All ground-mounted mechanical equipment should be fully screened using one of the following methods:
    - a) Landscape material that provides a minimum of 50% year round opacity;
    - b) A living wall or vertical garden that is covered by vegetation to provide a minimum of 50% year round opacity;
    - c) A decorative wall or fence that is compatible with the principal structure and that provides 75% year round opacity. If a wall or fence it is used, it should be at least one foot taller than the height of the mechanical equipment being screened, up to a maximum of 12 feet.
  2. **Utility Boxes.** Utility boxes should be oriented with access doors facing away from the street right-of-way or adjacent property to the maximum extent practicable.
  3. **Access Doors.** Access doors to screening structures should be constructed and finished to coordinate with the materials and design of the nearest wall of the principal structure. Offset openings may be used in lieu of doors provided the service structures remain fully screened from view.
- h. **Outdoor Waste and Storage Containers and Enclosures.** A wall, structure, or vegetation may be used to screen outdoor waste and storage containers and enclosures

should be at least one foot taller than the height of the waste or storage container or enclosure being screened, up to a maximum of 12 feet.

- i. **Off-street Loading Areas.** Screening of off-street loading docks or loading areas used for the storage and staging of materials should be by a decorative wall or fence between six and 12 feet in height, as necessary to sufficiently screen the area, constructed and finished to match the materials and design of the nearest wall of the principal structure.
- j. **Vegetative Screening.** If vegetative screening is used for any screening purpose, evergreen and deciduous species may be used the following guidelines apply.
  1. Deciduous trees should be a minimum 2 inch caliper.
  2. Evergreen trees should be a minimum of four feet in height.
  3. Shrubs should be minimum of three gallon container in size.
  4. The minimum width of planting bed width should be 42 inches.
  5. All vegetative screening materials shall be of non-invasive species designed to achieve the required screening height within 4 years after planting, which may require the planting of larger trees or shrubs than those listed above.
  6. All vegetative screening shall be installed in locations sufficient to achieve 100% opacity and to screen the required equipment, container, enclosure, or area from view within 4 years after planting.

[Insert example of trellis with vines instead of shrubs]

### 9.3 Placement and Screening of Auto-Oriented Facilities

While certain auto-oriented facilities are a necessary part of daily life, in a walkable, urban district these must be designed to operate in a way that doesn't conflict with pedestrian access and is compatible with urban form. These facilities include drive-in/through windows and gasoline fuel pumps.

The zoning regulations and these guidelines provide direction in terms of the treatment of principal frontages and RBZs. These guidelines are intended to provide additional guidance specific to auto-oriented facilities.

- a. **Drive-In/Throughs.** The BSD Code establishes standards for Drive-In/Throughs in 153.059(C)(4)(c). Examples of best practices are included here.  
[Insert examples]
- b. **Gasoline Fuel Pumps.** The BSD Code establishes standards for Gasoline Fuel Pumps in 153.059(C)(3)(f). In addition to those standards, the following guidelines apply.
  1. The masonry wall is to complement the principal building and be made of brick or stone.
  2. Any canopies associated with gasoline fuel pump should be limited in height to no taller than 17 feet. Integration of canopies to the building and side walls is desirable. Canopies should have a flat roof and should not include signage. The design and color should complement the principal building. Under canopy lighting should be recessed. Canopy ceiling should be textured or have a flat finish.

3. Each fuel station/pump should accommodate a minimum of three vehicles (one at pump and two waiting).
4. Accessory items such as waste receptacles should be located between fuel stations/pumps. Vending machines and outdoor sales and displays should be minimized and are subject to review and approval per the BSD code.  
[Insert examples]

#### 9.4 Public Art

The integration of public art in private development is highly encouraged. For these purposes, public art is defined as art owned and installed by the property owner that is visible from the public right-of-way. Such installation may be permanent or temporary. It may be placed on the site at grade or attached to a building or other structure.

- a. **Review Process.** Public art as defined in this section is subject to review and approval by the required reviewing body, but that review is limited to the location and placement of the art and not the subject matter, design, materials, colors, or other design components.
- b. **Design Considerations.** While not subject to review by the required reviewing body, property owners are encouraged to install public art that enhances the built environment, accents the associated building, creates visual interest, and engages pedestrians.

## 10. Signs

This section of the Bridge Street District Design Guidelines addresses the expectations for signs that are unique to the district. The broad intent is to encourage signs that enhance the built environment in terms of creativity and high quality execution, while reinforcing the pedestrian nature of the district.

Signs in the district are expected to maintain the City’s standards of quality and character; however, the role of signs with respect to the built environment is very different in the district than the rest of the city. Signs in this area should be designed to be experienced by pedestrians at close range, while remaining safely visible to those traveling by car or bicycle.

Signs should adorn and enhance the distinctive buildings constructed in the Bridge Street District, and should be placed in a manner that respects the architectural character of the structures. Signs should be carefully designed and placed to enhance and not distract from high quality pedestrian-oriented environments planned in the district. At the same time, some consideration is needed for auto-oriented customers as well, and signs oriented toward those users should emphasize visibility and safety, carefully coordinated with site design and architecture.

The graphics and photos in this document are used to illustrate design concepts, and should not be viewed as an exclusive inventory of acceptable signs.

### 10.1 Sign Character Statements

The following terms should be used to describe signs in the Bridge Street District:

| Definitions          |   |
|----------------------|---|
| Term                 | Statement   |
| <b>One-of-a-kind</b> | Visitors know that they are in the Bridge Street District in part due to the unique and interesting signs that adorn the streetscape. |

|                                   |  |
|-----------------------------------|--|
| <b>Edgy</b>                       | When summed up in a single word, signs in the Bridge Street District should be described as: "cool!" Sometimes this includes signs with cutting edge graphics and materials.                       |
| <b>Context Sensitive</b>          | Signs can be appreciated individually for their attention to design while respecting and harmonizing with their surroundings.  |
| <b>Pictorial</b>                  | Signs rely on design quality, symbols, and graphic composition to communicate their intended message.  |
| <b>Works of Art</b>               | Signs in the Bridge Street District can feel like public art installations; individual signs are designed with attention to detail and a sense of whimsy.  |
| <b>Clever</b>                     | Bridge Street District signs take full advantage of the unexpected; they incorporate the unique features of a specific site and brand to create visual interest.                                   |
| <b>On-Brand</b>                   | Colors, fonts, and even dimensions are carefully selected to represent the brand of the business or tenant they are intended to advertise.   |
| <b>Memorable</b>                  | Signs in the Bridge Street District are truly photo worthy in and of themselves.   |
| <b>Eclectic and Sophisticated</b> | When it comes to Bridge Street District signs, less is more - but does not have to be at the expense of visual interest or brand expression.   |
| <b>Forward-thinking</b>           | Master sign plans allow applicants and sign designers to put forward the most innovative, interesting, and technologically savvy sign proposals that don't always meet specific Code requirements. |

## 10.2 Intent and Purpose

The built environment defines Dublin's community image, characterized by tasteful signs and graphics. This section of the guidelines are intended:

- a. To maintain the City of Dublin's standards of quality and character;
- b. To encourage excellence in sign design, both as a communication tool and as an art form;
- c. To allow and encourage creative and unique sign designs while preventing cluttered and unattractive streetscapes;
- d. To provide basic parameters for creative signs that may be as varied and unique as the businesses they represent;
- e. To expand the range of places that feature a strong sense of identity meant to be experienced primarily by pedestrians and bicyclists. The vision calls for a dynamic mix of land uses and housing integrated with the natural wonders of the Scioto River and Indian Run that unify this special area at the heart of the City of Dublin.

Sidebar quote: All signs should contribute to the creation of vibrant, highly pedestrian-oriented environments to provide visual interest and a special sense of place.

## 10.3 Bridge Street District Sign Requirements and Considerations

- a. All signs must meet the requirements of the the Dublin zoning dode and in the Site Development Standards of the BSD zoning regulations, which provide detailed requirements for sign design, lighting, dimensions, construction details, placement, and other objective development standards.

- b. In the event of a conflict between the BSD design guidelines and the zoning code provisions for signs, the zoning code provisions typically prevail unless otherwise approved as part of a master sign plan.
- c. The following design approaches should be avoided.
  1. Flat, two-dimensional cabinets out of scale with the storefront.
  2. Illegible and mismatched fonts.
  3. Distracting use of colors and clip art.
  4. Two-dimensional internally illuminated cabinets.
  5. Over-complicated sign copy.
  6. Poor architectural integration.

**[Insert sidebar regarding contractor registration and bonding]**

#### 10.4 Using the Sign Guidelines

- a. In addition to the intent statements, the sign guidelines are intended to serve as a guide for applicants in understanding and applying the specific design and quality-related sign requirements of the Site Development Standards of the BSD zoning regulations
- b. The sign guidelines outline the contents of master sign plans, which are intended to allow greater flexibility and creativity in sign design and display where signs are used as a placemaking tool. The guidelines are not intended to dictate sign design.
- c. Applicants are strongly encouraged to design and propose unique and interesting signs meeting the intent of the regulations for consideration by the required reviewing bodies through the master sign plan process.

Sidebar quote: Applicants should review the Bridge Street District zoning requirements and Sign Guidelines before creating sign designs and preparing application materials to ensure proposals meet the intent of the regulations.

Sidebar quote: Some of the signs on this page may not meet all of the zoning requirements for signs in the Bridge Street District. These signs were selected because they depict desirable character elements described above. Refer to the Site Development Standards of the BSD zoning regulations to verify applicable sign requirements.

#### 10.5 Master Sign Plans

- a. Master sign plans allow greater flexibility and creativity in sign design and display, providing the mechanism for expanding the range of unique and interesting signs available to a building or site.
- b. Master sign plans are not intended to be used simply to permit larger or more visible signs, or additional signs than may be permitted without any consideration for unique sign design and display.
- c. In approving a proposed master sign plan, the Planning and Zoning Commission will verify that the purpose and intent of the sign and graphic standards of the Site Development Standards of the BSD zoning regulations and as described in this document are upheld.
- d. A master sign plan is required for buildings in designated shopping corridors, and signs for those important areas should contribute to the vibrancy of these highly pedestrian-focused districts through the placement of high quality graphics that assist with

navigation, provide information, and identify businesses primarily for pedestrians and secondarily for vehicles.

## 10.6 Quality and Character

- a. **Intent.** Signs are required to be designed and fabricated with high quality, durable, and low-maintenance materials. The type of material selected for signs should be compatible with the associated building's façade and other materials in the surrounding area. Traditional materials are preferred over plastic signs.
- b. **General Material Requirements.** The following primary materials should be used for sign faces. Other materials may be used for sign construction provided they are only used in supplementary parts of the sign, such as framing materials or other similar uses. The required reviewing body may approve other materials if it determines that the proposed materials provide appropriate high quality, durability, and design features.
  - 1. **Metal Faces.** Minimum .125-inch aluminum or 4mm composites for 3 foot and greater spans to avoid "oil canning" (rippling) of faces. Thinner material may be used for shorter spans.
  - 2. **Moldable Synthetic Materials.** Solar Grade (SG) acrylics and polycarbonates (or equivalent) to avoid fading, typically no less than .125-inch.
  - 3. **Metal Returns.** Returns must be sanded, primed, and painted aluminum.
  - 4. **Paints.** Paints, when used, must be acrylic polyurethane paint systems with zinc chromate primers, or equivalent.
  - 5. **Wood Materials.** High density urethane (HDU), cedar, redwood, treated lumber, and equivalent materials are recommended. Signs must be properly sealed to prevent moisture from soaking into the wood.
  - 6. **Window Signs.** Window signs should be composed of pressure sensitive vinyl (PSV) and similar. For exterior use, "High Performance" materials that have higher tack values and avoid premature fading may be used. Printed PSV decals should have an exterior laminate added to ensure exterior durability.
- b. **Fabrication Details.** Signs should be fabricated, constructed and installed to conceal fasteners and/or other methods of attachment that are not integral to the sign design.
- c. **Sign Design.** All signs in the Bridge Street District are expected to be designed with the maximum of creativity and the highest quality of materials and fabrication. It is strongly recommended that all signs be designed by a professional sign or graphic designer with careful consideration of how well the proposed sign integrates with and complements the adjacent architecture.
- d. **Exceptions.** For every Character Principle, there are undoubtedly countless exceptions that result in quality, well-designed signs. The Sign Character Principles are not intended to dictate, but guide sign design. The required reviewing bodies may consider approval of signs that fail to meet specific elements of some of the overall principles, provided the proposed sign design is informed by sound graphic design principles, and that the overall intent for signs in the Bridge Street District is maintained.

## 10.7 Architectural Integration

All signs should be designed to fully integrate with the building architecture and overall site design, and to enhance the pedestrian experience in the Bridge Street District to create memorable places for people to enjoy.

- a. **Building-Mounted Signs.** Signs in the Bridge Street District are required to be designed with opportunities for thoughtful sign placement, including sign bands, awnings, canopies, and ganged windows. Wherever possible, building-mounted signs should be placed and scaled proportionally to these specific locations on the buildings. For buildings that were constructed prior to the enactment of the Bridge Street District zoning regulations, applicants should carefully consider the existing building architecture and select locations that are either centered or balanced within the architecture associated with a tenant space, or centered within a particular building elevation or architectural feature. Projecting signs should be located near the entrances to the tenant spaces in areas that are primarily visible to pedestrians.
- b. **Ground Signs.** Where site conditions allow the placement of a ground sign, the ground sign should be designed with materials that coordinate with or are used on the building with which the sign is associated, or incorporated into a landscape feature such as a wall. Ground signs should also correspond with the design of associated building-mounted signs. Ground signs should be placed to avoid blocking pedestrian movement, and may be incorporated within architectural elements such as seating walls or landscape features.
- c. **What to Avoid**
  1. “Off the shelf” sign designs, and signs that are not customized to a specific building on a specific site. An example is a sign with traditional elements, such as frames with routed edges, associated with a contemporary building.
  2. Signs that are not appropriately dimensioned to fit proportionally on a building elevation or architectural element.
  3. Colors that clash with adjacent building elements.
  4. Ground signs that bear no visible relationship to the adjacent building or architectural character.
  5. Sign lighting that is out of character with the building’s architectural character, with fixtures placed on the building façade without regard to centering or integrating the fixtures with the building design.
  6. Sign supports or a sign base that is out of proportion (too large or too small/too narrow) with the sign size.

## 10.8 Illumination

The illumination of signs is strongly encouraged to help add a sense of liveliness and activity to the Bridge Street District. Well-designed signs use lighting as an accent rather than a distraction

designed to compete for attention in a busy urban streetscape. Lighting should enhance and not violate or detract from prominent viewsheds and natural environments.

- a. **External Illumination.** Signs may be externally illuminated, provided that all exterior lighting meets the requirements of the zoning code.
- b. **Internal Illumination.** Internally illuminated pan channel or cabinet signs are permitted, provided that the sign is creatively designed with high quality materials and fabrication (refer to "Dimensionality" and Quality & Character). Awning signs and sandwich board signs may not be internally illuminated.
- c. **Indirect Lighting.** Indirect lighting, such as "halo" lighting, soft glowing back lighting, concealed uplighting, and linear light courses serve to accent and highlight sign copy without the lighting becoming too bright or garish. Consider the use of indirect lighting to create shadows as an integral design element.
- d. **Colors.** Unique colors other than white light may be used as a soft accent, provided it is well-integrated with the site's architectural character.
- e. **Construction.** Illuminated signs should be constructed so that raceways, conduit and piping for electrical sources are not exposed to view.
- f. **Dimension.** Lighting should be used to provide a dimensional quality to the sign design.
- g. **What to Avoid**
  - 1. Translucent (non-opaque) sign cabinets.
  - 2. "Off the shelf" light fixtures that are not well-integrated in the building's architectural character.
  - 3. Overly bright, direct lighting designed to call attention rather than highlight sign copy.

## 10.9 Colors and Secondary Images

Colorful signs can add character and interest to buildings and the overall streetscape throughout the BSD; however, in no case should the use of color and supporting graphics distract from the creation of attractive signs with simple, easy to understand messages.

- a. **Sign Color Selection.** Signs in the district are intended to be vibrant, attractive, and interesting. Sidewalks should be lined by pedestrian-oriented architecture with pops of color, individuality, and interest provided through thoughtfully placed and well-designed signs. Bright colors are encouraged; however, as a general rule, the brighter the color(s) used as a primary component of the sign design, the fewer colors and design elements should be used.
- b. **Sign Color Regulation.** Colorful logos and signs are encouraged to help add character and interest to the building and streetscape. Signs are limited to three colors, including black and white. Background colors are considered one of the three colors, unless

channel or pin-mounted letters are used, in which case the background is not considered one of the three colors.

- c. Logos, Corporate Trademarks, and/or Symbols.** Logos, corporate trademarks and/or symbols, or other secondary images used to convey information about the business or use of the building or lot, should be compatible with the size, design, and scale of the sign. While signs are, overall, limited to three colors, the colors used in a corporate trademark or symbol are not limited in number. The logo or corporate trademark is considered "one" of the three permitted colors. Sign copy or background should use one of the colors used in the registered corporate trademark or symbol, in addition to one more permitted color.

**f. What to Avoid**

1. Signs with clashing colors.
2. Complicated sign designs with too many secondary images that obscure the primary image or main sign message.
3. Secondary images and logos that resemble generic "clip art" rather than images that represent the business' brand.
4. Signs that use bright colors as a means of grabbing attention rather than highlighting a creative sign design.

Sidebar definition: Primary Image: The name of the use or business identified on a sign, usually displayed in text.

Sidebar definition: Logo, Registered Corporate Trademark, or Symbol: A non-text graphic representation of a corporate trademark, or symbol of a company name, trademark, emblem, figure, element, abbreviation, etc., uniquely designed for recognition.

Sidebar definition: Additional Secondary Images: Any and all text, graphics, or images displayed on a sign in addition to the name of the use or business and/or logo, including but not limited to pictorial representations, tag lines, products, prices, and phone numbers.

## 10.10 Graphic Design and Composition

Unique, interesting signs that contribute to a memorable, pedestrian-oriented environment generally demonstrate strong adherence to accepted graphic design principles. Signs should be designed thoughtfully, with consideration for aesthetically pleasing composition, and should invite pedestrian interest and contribute to street ambience.

- a. Simple Messages.** Sign copy should be clear and easy to understand. Graphics should support the sign design and avoid obscuring the message.
- b. Graphics.** Logos, trademarks, and other secondary images should reflect the business brand. Color selection should enhance legibility, and the sizing and placement of graphics should reflect a thoughtful composition rather than haphazardly attempting to fit as many design components as possible onto the sign face.
- c. Negative Space.** Signs should be designed to frame the copy and supporting graphics, with an appropriate amount of negative space around the design elements to ensure the

- sign appears balanced, well-composed, and not visually crowded. Negative space can be exaggerated to call attention to minimal text and graphics, while cut-outs and shadows can enhance sign messages in creative ways.
- d. **Fonts.** Sign copy should use branded fonts wherever possible, although lettering should always be clear and easy to read up close and at a distance. Unique typography enhances the aesthetic interest of signs, minimizing the need for excessive colors and graphics.
  - e. **Balance.** Signs should be framed by their structural components or the architectural elements of the buildings to which they are affixed. Sign graphics and text should be centered vertically or horizontally, unless a sign design that makes use of negative space calls for a unique arrangement. Signs with off-center elements may be appropriate if designed to deliberately highlight a specific architectural feature (such as the dimensions of the blank wall).
  - f. **Legibility.** In a composed sign design, fonts, colors, graphics, lighting, and arrangement are all thoughtfully coordinated to result in a sign that is pleasing to look at and easy to understand.
  - g. **What to Avoid**
    1. Sign designs that obscure the primary message of the sign by using a lot of secondary text and graphics.
    2. Generic fonts, and fonts that are difficult to read because they are too thin or have too many flourishes.
    3. Sign designs with unbalanced and/or off-center elements, such as signs that are not vertically centered within a building fascia.
    4. Signs with insufficient space around the outside of the main copy, which are visually crowded and lack balance.

### 10.11 Dimensionality

Signs should be constructed to stand the test of time, designed to be weather and fade-resistant. High quality signs are also designed to appear substantial, with three-dimensional elements that give the sign presence without appearing overly heavy. Quality signs also conceal structural elements that are not integral to the sign's overall design.

- a. **Architectural Integration.** The structural supports used for signs should be just as thoughtfully planned as the design of the sign itself. Brackets, support beams, ground sign bases, and other supporting elements should be designed to coordinate not only with the character of the sign, but also the building with which the sign is associated.
- b. **Texture and Three-Dimensional Elements.** The most attractive signs are not only well-composed from a graphic design standpoint, but they also incorporate three-dimensional elements that enhance sign character through the use of interesting lighting, shadows, layering sign components, and unexpected cut-outs that help a sign stand out in a subtle way. Interesting materials, such as metals with textures and rough-hewn wood, are encouraged.

- c. **Sculptural Construction.** In urban environments, signs are meant to be experienced up close, just like buildings, instead of at a distance in a moving vehicle. As a result, signs should be designed as individual pieces of art, with strong attention to detail in construction as much as composition. Ground signs are particularly encouraged to be designed in a sculptural manner, with consideration of unique lighting, texture, and three-dimensional elements.
- d. **Mass & Durability.** All signs should be designed with durable, fade- and weather-resistant materials. High quality materials with depth and three-dimensional elements give a sense of mass to a sign, which in turn emphasize its permanence, character, and interest.
- e. **What to Avoid**
  1. Signs with supporting elements (such as brackets, frames, or bases) that are out of character with the building with which the sign is associated. For example, a traditional sign bracket may be inconsistent when affixed to a building with a modern architectural character.
  2. Flat internally illuminated cabinets and/or panels with flat lettering.
  3. Simple rectangular cabinets with “off the shelf” lettering and construction elements.
  4. Ground signs with cabinets that are wider or deeper than the base of the sign and thus appear top-heavy.
  5. Signs that look flimsy because they lack texture, are too thin or flat, and/or are constructed with low quality materials.

### 10.12 Context

Well-designed signs enhance the streetscape throughout the Bridge Street District, and avoid distracting, damaging, and/or detracting from the highly pedestrian-oriented streets in this part of the city. Signs should be thoughtfully designed and installed in appropriate locations on building façades.

- a. **Reflecting and Enhancing Character.** Signs should be designed to reflect the character of the surroundings. This can be accomplished through careful attention to sign size, placement, material selection, and other design details.
- b. **Reinforce Architectural Character.** Some of the most effective signs are designed to highlight unique architectural features; however, in all cases, signs should be sized and dimensioned to fit on a building elevation without appearing out of place or obscuring significant architectural elements.
- c. **Highlight Viewsheds.** The district is positioned with many of its most prominent streets leading toward the Scioto River and Historic Dublin. Particularly along major thoroughfares like Bridge Street, High Street, Riverside Drive, West Dublin-Granville Road, Bridge Park Avenue, and John Shields Parkway, signs should be designed to avoid obstructing views of the district’s exceptional natural features and iconic public amenities such as parks, bridges, scenic vistas and corridors, and historic architecture. When eye-

catching signs are used, they should be sensitively placed to avoid cluttering and competing with these important views.

- d. **Reference Local History and Culture.** Where appropriate, sign materials and design should celebrate the district specifically, as well as the City of Dublin as a whole. Signs should not be “off-the-shelf,” but designed specific to the character of the District.
- e. **Adjacent Building Façades.** Sign designers should take adjacent storefronts and building façades into consideration when preparing sign designs to ensure that the proposed sign is complementary to the streetscape character.
- f. **What to Avoid**
  1. Signs placed in ways that block views along the street.
  2. Signs installed in locations that block other signs.
  3. Signs that are incompatible with significant architectural features on the buildings to which the signs are attached (and/or on immediately adjacent buildings).
  4. Signs that are overly dominant along view corridors that are intended to compete for pedestrian and vehicular attention in terms of placement, shape, color, or movement.
  5. Signs that are inconsistent with the quality of the building to which the sign is attached (and immediately adjacent buildings).

### 10.13 Ground Signs

Ground signs are primarily intended for buildings with greater front and corner side setbacks, where their placement will not interfere with pedestrian activity. Sites with existing structures often have greater setbacks, where ground signs can be installed in conjunction with landscape features and assist with visibility for both pedestrians and motorists. In urban environments, such as the new BSD developments, ground signs should only be used if there is enough space on site to meet the setback requirements while avoiding interruptions to the pedestrian realm. Ground signs in these areas should have smaller profiles, since they are intended to be visible primarily to pedestrians, and should be integrated into architectural elements if available.

- a. **Recommended Character Elements**
  1. Ground signs in an urban environment should be compact and highly coordinated with their surroundings in terms of materials, architectural character, color, and details.
  2. Interesting structural, sculptural, and architectural designs are encouraged.
  3. All signs should have three-dimensional elements. Flat designs are discouraged.
  4. Minimal text and simple graphics are preferred.
  5. Contemporary designs coordinating with the modern architectural character envisioned in most of the Bridge Street District are preferred.
  6. Simple colors are encouraged. The brighter the color, the fewer colors overall should be used. Sign bases should be structurally integrated and coordinate with the overall design of the sign.

**b. What to Avoid**

1. Illegible and mismatched fonts.
2. Traditional sign designs, which are inappropriate for the contemporary development character planned for the district.
3. Signs that are too large to fit appropriately in an urban environment without interfering with pedestrian movement.

### 10.14 Building-Mounted Signs

- a. Wall Signs.** Wall signs are one of four types of building-mounted signs that provide visibility for pedestrians and vehicles approaching from different directions and allow for a diversity of signs along an active streetscape. In urban environments, such as the new Bridge Street District developments, wall signs should be highly integrated with the building's architecture. Wall signs should be installed on portions of buildings intended for signs, such as sign bands, unless unique sign designs allow for creative sign placement, such as wrapping the corner of a building. Wall signs should be scaled to match the proportions of the building, and should become a seamless element of the building's façade.

**1. Recommended Character Elements**

- Wall signs in pedestrian environments should be interesting to look at, adding vibrancy to a streetscape. Wall signs should be three dimensional, with textured lettering.
- Lighting should be used as a highlight or architectural element, rather than a means of attracting attention.
- Wall signs should be architecturally integrated with the building and the tenant's brand.
- Wall signs should have simple, legible messages.
- Simple colors are encouraged. The brighter the color, the fewer colors overall should be used.
- Thoughtful framing, centering, and use of negative space can enhance a wall sign with a simple message. Avoid filling the entire cabinet or sign frame with text, logos, secondary images, etc.

- b. Awning Signs.** Awning signs are another one of the four types of building-mounted signs that contribute to the creation of a vibrant pedestrian-oriented streetscape while enhancing tenant visibility. In all locations, and particularly in urban environments, awning signs should be highly integrated with the architectural character of the building. Minimal, modern awnings should be installed on contemporary buildings elsewhere in the Bridge Street District. Awning signs should be installed on architecturally appropriate portions of buildings, such as above windows and doors, primarily on the ground floor. Awnings should also be scaled to match the proportions of the building, and should be seamless elements of the building's façade. In addition to the quality and character requirements for all signs described in the guidelines, the following guidance applies to awning signs in the Bridge Street District.

### 1. **Awning Material and Design**

- a) The Site Development Standards of the BSD zoning regulations require awnings that are open on the underside and made of durable and fade-resistant canvas, decorative metal with metal used for the internal structure, or an alternative, high-quality durable material, if determined to be architecturally appropriate by the required reviewing body.
- b) Awnings should not be internally illuminated.

### 2. **Recommended Character Elements**

- a) Awning designs should be coordinated with the architectural character of the storefront. For example, only use traditional awnings with scalloped edges with buildings that have traditional architectural elements.
- b) Simple awning forms are recommended, such as flat planes with or without enclosed sides.
- c) Awning sign graphics should be limited to simple text and logos.
- d) Awning color should be subdued, and/or coordinated with storefront design. As a general rule, the brighter the color, the fewer colors overall should be used.

### 3. **What to Avoid**

- a) Too many bright colors.
- b) Complicated awning forms and designs that are unrelated to the architecture of the building to which the awning is attached.
- c) Imbalanced and over-complicated graphic design.
- d) Illegible fonts.

- c. Projecting (Blade) Signs.** Projecting (or “blade”) signs are another one of the four types of building-mounted signs that assist with providing visibility along a highly pedestrian-oriented streetscape while contributing to the architectural character and interest of a building. In all locations, and particularly in urban environments, projecting signs should be highly integrated with the architectural character of the building. Unique sign shapes could be appropriate to the more contemporary buildings elsewhere in the Bridge Street District. Projecting signs should be installed on architecturally appropriate portions of buildings, such as above and adjacent to doors and windows. Projecting signs should also be scaled to match the proportions of the building, and should be seamless elements of the building’s façade.

#### 1. **Recommended Character Elements**

- a) Sculptural, architecturally interesting projecting sign designs are encouraged. All building-mounted signs, and particularly projecting signs, should be more than just a cabinet affixed to a building.
- b) Projecting signs should appear substantial and not flimsy.
- c) If a projecting sign is internally illuminated, it should use simple illumination to highlight the sign character and message.
- d) Three-dimensional elements are strongly encouraged, along with the creative use of textures, shadows, negative space, cutouts, etc. to give the sign dimensionality and interest.

- e) Projecting signs should incorporate thoughtful framing and placement of text and graphics, as well as the use of negative space.
- f) The bracket or attachment device should be architecturally appropriate to the building design. Only use traditional brackets with traditional architecture.
- g) As a general rule, the brighter the color, the fewer colors overall should be used.

## 2. What to Avoid

- a) Thin, flat signs that appear flimsy and temporary.
- b) Over complicated sign designs, with conflicting fonts and too many images and secondary text.
- c) Clunky “off the shelf” cabinets with no architectural character.
- d) Lack of three-dimensional elements.
- e) Internal illumination used to draw attention rather than highlight the sign design.

**d. Window Signs (Permanent).** Permanent window signs that identify a tenant are the fourth type of building-mounted signs. Combined with other types of building-mounted signs, window signs can provide great interest to window-shopping pedestrians while providing eye-level tenant identification.

### 1. Recommended Character Elements

- a) Permanent window signs should ensure visibility in and through the windows into the tenant space beyond.
- b) Minimal colors and simple graphics and messages are recommended.
- c) Well-designed window signs incorporate interesting fonts, designs, lettering, and even unique lighting, personalized to the tenant space; they should be more than just a decal affixed to a window.
- d) If other signs are used, window sign designs should be coordinated with the other signs.
- e) As with all signs, thoughtful placement of window signs is critical. Centering, framing, or unique offsets can enhance the character and interest of these signs.

### 2. What to Avoid

- a) Too many bright colors, intended to draw attention rather than add visual interest to the tenant space.
- b) Signs that obscure views to the interior of the tenant space.
- c) Too many messages, with signs designed to advertise rather than identify the tenant.
- d) Signs that lack character and fail to add interest to the storefront.

### 10.15 Other Permitted Signs

Other signs permitted in the Bridge Street District include directory signs and building identification signs and others as described in the Site Development Standards of the BSD zoning regulations.

- a. Directory Signs.** Directory signs are intended to provide identification for upper story tenants, and/or tenants that are otherwise not permitted individual identification signs. Directory signs should not be used as a wayfinding device - they should direct visitors to a specific tenant or suite number once they have already arrived at the correct building. Directory signs may also be used for restaurant menus and other similar uses. Recommended character elements include:
1. Directory signs may range from simple to unique designs, but in all cases should be architecturally integrated with the building character.
  2. Directory signs should be easy to update with new tenant or menu information.
  3. Directory signs should use minimal color, legible fonts, and simple lighting (if any).
- b. Building Identification Signs.** Building identification signs are intended to identify major building tenants and large-scale commercial development in the Bridge Street District, both for pedestrians as well as people arriving by bus, car or bicycle. Building names or street address numerals may be used in lieu of a tenant name. Recommended character elements include:
1. Sculptural, architecturally interesting building identification signs are encouraged. Three-dimensional elements and the creative use of textures, shadows, negative space, cutouts, and lighting should give the sign dimensionality and interest.
  2. Building identifications signs should incorporate thoughtful framing and placement of text and graphics, as well as the use of negative space.
  3. The sign design should be architecturally appropriate to the building design and scale of adjacent development, in terms of character, size, and placement.

## Appendix A: Materials Specifications for BSD Streetscapes

This appendix presents the material specifications for streetscape improvements within the Bridge Street District. Review and approval by the City Engineer is required prior to completion of all development plans and construction documents.

### A.1 Light Traffic Brick Pavers

Signature streetscapes will include sidewalks constructed with a light traffic paving brick manufactured by Endicott Clay Products. Light traffic paving bricks are square cut for a clean, smooth finish and should be installed hand tight. Endicott light traffic pavers conform with the requirements of ASTM C902, 'Standard Specification for Pedestrian and Light Traffic or Paving Brick', Weather Class SX, Traffic Type 1, Application PX.

| Light Traffic Brick Pavers        |  |
|-----------------------------------|--|
| <b>Manufacturer</b>               | Endicott Clay Products Company   |
| <b>Quarry Location</b>            | Fairbury, Nebraska   |
| <b>Dimensions</b>                 | <b>Thickness:</b> 2-1/4 inches<br><b>Face Size:</b> 3-5/8 x 7-5/8 inches |
| <b>Color</b>                      | Equal mix of Dark Ironspot and Medium Ironspot #46                       |
| <b>Bridge Street District Use</b> | <b>Signature Streetscapes:</b> Sidewalks and Carriage Walks              |

[Light Traffic Brick Pavers Graphic]

### A.2 Heavy Traffic Brick Pavers

In locations where vehicular driveways are accessed from a signature street, the portion of the curb apron and driveway located within the public right-of-way will be constructed with a heavy vehicular paving brick, coordinated with the adjacent brick paver sidewalks. This paver unit may also be used as street pavers in the Historic Core. Endicott heavy traffic pavers conform with the requirements of ASTM C1272, 'Standard Specifications for Heavy Vehicular Paving Brick', Type R, Application PX.

| Heavy Traffic Brick Pavers        |  |
|-----------------------------------|--|
| <b>Manufacturer</b>               | Endicott Clay Products Company   |
| <b>Quarry Location</b>            | Fairbury, Nebraska   |
| <b>Dimensions</b>                 | <b>Thickness:</b> 2-5/8 inches<br><b>Face Size:</b> 3-5/8 x 7-5/8 inches<br><b>Spacer Lugs:</b> 1/8 inch   |
| <b>Color</b>                      | Equal mix of Dark Ironspot and Medium Ironspot #46<br>Manganese Ironspot   |
| <b>Bridge Street District Use</b> | <b>Signature Streetscapes:</b> Sidewalks and Carriage Walks<br><b>Signature Streetscapes:</b> Crosswalks (Manganese Ironspot)<br><b>Historic Core Streetscapes:</b> Street Paver |

[Heavy Traffic Brick Pavers Graphic]

### A.3 Permeable Brick Paver

On-street parallel parking lanes will be constructed with heavy vehicular paving bricks, designed and installed to allow for stormwater infiltration. Endicott permeable pavers are manufactured to accommodate heavy vehicular traffic and conform with the requirements of ASTM C1272, 'Standard Specification for Heavy Vehicular Paving Brick', Type F, Application PX.

| Permeable Brick Paver             |  |
|-----------------------------------|--|
| <b>Manufacturer</b>               | Endicott Clay Products Company   |
| <b>Quarry Location</b>            | Fairbury, Nebraska   |
| <b>Dimensions</b>                 | <b>Thickness:</b> 2-5/8 inches<br><b>Face Size:</b> 3-5/8 x 7-5/8 inches<br><b>Spacer Lugs:</b> 1/4 inch |
| <b>Edges</b>                      | Chamfered  |
| <b>Color</b>                      | Manganese Ironspot   |
| <b>Bridge Street District Use</b> | <b>Signature Streetscapes:</b> Permeable On-Street Parking   |

[Permeable Pavers Graphic]

### A.4 Granite Paver

Granite pavers will be used on all new streets in the Bridge Street District for pavement markings and base material at utilities, signs, light poles and other vertical elements in the streetscape.

| Granite Paver                     |  |
|-----------------------------------|--|
| <b>Manufacturer</b>               | North Carolina Granite Corporation   |
| <b>Quarry Location</b>            | Elberton Georgia   |
| <b>Dimensions</b>                 | <b>Thickness:</b> 2-1/4 inches<br><b>Face Sizes:</b> 5-5/8 x 23-5/8 inches; 3-5/8 x 7-5/8 inches; 17-5/8 x 17-5/8 inches                               |
| <b>Finish</b>                     | <b>Top:</b> Thermal<br><b>Sides:</b> Sawn<br><b>Bottom:</b> Sawn   |
| <b>Color</b>                      | Georgia Gray (Mt. Airy Alternative)  |
| <b>Bridge Street District Use</b> | <b>Signature Streetscapes:</b> Pavement markings and trim at utilities, signs, light poles and other vertical elements in sidewalks and carriage walks |

[Granite Pavers Graphic]

### A.5 Granite Curb

Granite curbs (vertical installation) and bands (flush installation) will be used on all new streets in the Bridge Street District. Flush bands will serve as an edge restraint between clay pavers and asphalt surfaces. Vertical planter curbs will be used as an edge surrounding streetscape planting beds between the carriage walk and sidewalk on signature streets.

| Granite Curb           |   |
|------------------------|---|
| <b>Manufacturer</b>    | North Carolina Granite Corporation                |
| <b>Quarry Location</b> | Elberton Georgia                                  |
| <b>Dimensions</b>      | Vary: 18 x 6 inches; 15 x 6 inches; 12 x 6 inches |

|                                   |   |
|-----------------------------------|---|
| <b>Finish</b>                     | <b>Top:</b> Thermal<br><b>Front/Back:</b> Split<br><b>Sides:</b> Sawn<br><b>Bottom:</b> Sawn  |
| <b>Color</b>                      | Georgia Gray (Mt. Airy Alternative)   |
| <b>Bridge Street District Use</b> | <b>Signature Streetscapes:</b> Street curbs, flush bands, planter curbs<br><b>Standard Streetscapes:</b> Street curbs, flush bands<br><b>Historic Core Streetscapes:</b> Street curbs |

[Granite Curb Graphics]

### A.6 Cree ARE-EDG Street Lamp

NEED TO INSERT DESCRIPTIVE TEXT

| <b>Cree ARE-EDG Street Lamp</b>   |   |
|-----------------------------------|---|
| <b>Manufacturer</b>               | Cree (Luminaire), Valmont (Pole)                  |
| <b>Luminaire</b>                  | ARE-EDG Model LED                                 |
| <b>Dimensions</b>                 | Vary: 18 x 6 inches; 15 x 6 inches; 12 x 6 inches |
| <b>Edge Area</b>                  | Square  |
| <b>Pole</b>                       | Davits Model<br>Round, tapered aluminum pole      |
| <b>Color/Finish</b>               | Black, powder-coated                              |
| <b>Height</b>                     | 30 feet   |
| <b>Bridge Street District Use</b> | Multi-lane streets                                |

[Cree Street Lamp Image]

### A.7 Cree ARE-EDG Street Lamp (Post Top)

The Cree Edge Series post-top style luminaire will be used in combination with a 16- foot tall pole for two-lane streets in the Bridge Street District (not including Historic Dublin streets). Spacing and photometrics will vary by location.

| <b>Cree ARE-EDGE Street Lamp (Post Top)</b> |   |
|---|---|
| <b>Manufacturer</b>                         | Cree (Luminaire), Valmont (Pole)                  |
| <b>Luminaire</b>                            | ARE-EDG Post Top Model LED                        |
| <b>Dimensions</b>                           | Vary: 18 x 6 inches; 15 x 6 inches; 12 x 6 inches |
| <b>Edge Area</b>                            | Round   |
| <b>Pole</b>                                 | Round, tapered aluminum pole                      |
| <b>Color/Finish</b>                         | Black, powder-coated                              |
| <b>Height</b>                               | 16 feet   |
| <b>Bridge Street District Use</b>           | Two-lane streets                                  |

[Cree Post Top Street Lamp Image]

### A.8 Sternburg Carson City Street Lamp

The Sternberg traditional-styled street lamp is used on streets in Historic Dublin. Spacing and photometrics vary by location.

| <b>Sternburg Carson City Street Lamp</b> |           |
|--|-----------|
| <b>Manufacturer</b>                      | Sternberg |

Appendix A: Materials Specifications for BSD Streetscapes

|                                   |   |
|-----------------------------------|---|
| <b>Luminaire</b>                  | Carson City Model LED                             |
| <b>Dimensions</b>                 | Vary: 18 x 6 inches; 15 x 6 inches; 12 x 6 inches |
| <b>Pole</b>                       | Round, tapered aluminum pole with pedestal base   |
| <b>Color/Finish</b>               | Black, powder-coated                              |
| <b>Height</b>                     | 12 feet   |
| <b>Bridge Street District Use</b> | Historic Core Streets                             |

[Sternberg Carson City Street Lamp Image]