

20-045FDP/20-199CU/16-044FP BRIDGE PARK, BLOCK G

Summary

Proposal for the construction of three new buildings on a ±2.29-acre block (Bridge Park, Block G): a five-story 123,000-square-foot mixed use building containing restaurant, retail and office space, a four-story, 327-space parking structure, and a four-story multi-family building containing 86 dwelling units. A total of ±0.58 acre of public open space and associated site improvements is provided.

Site Location

North of Bridge Park Avenue between Dale Drive and Mooney Street, south of Tuller Ridge Drive.

Zoning

BSD-SRN, Bridge Street District, Scioto River Neighborhood.

Property Owners

Scioto Tuller Acquisition, LLC; City of Dublin, Ohio

Applicant/Representative

Russel Hunter, Crawford Hoying and Nelson Yoder, Crawford Hoying

Applicable Land Use Regulations

Zoning Code Section 153.066

Case Manager

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Next Steps

Upon review and approval from the Planning and Zoning Commission (PZC), the Final Plat will be forward to City Council for acceptance and subsequently will be recorded with Franklin County. The applicant may file for a building permits upon approval of the Final Development Plan/Conditional Use.

Zoning Map



1. Context Map



16-044FP/20-045FDP/20-199CU
Final Plat/Final Development Plan/Conditional Use
Bridge Park, Block G
Bridge Park Avenue

0 65 130
Feet

2. Overview

Background

Bridge Park, Block G is a ±2.29-acres site is located north of Bridge Park Avenue between Dale Drive and Mooney Street, and south of Tuller Ridge Drive. The site is comprised of two parcels a .17-acre parcel owned by the City of Dublin, formerly acquired for public improvements, and a 2.12-acres parcel owned by the developer. The site is surrounded by existing development including Bridge Park, Block F (Springhill Suites) to the south; Bridge Park, Block C to the west; Bridge Park, Block H (townhomes) to the north; and Sycamore Ridge Apartments to the east.

Case History

2020

On October 15, 2020, the Planning and Zoning Commission (PZC) reviewed and commented on a request for a second Informal Review. At the time, the Commission requested the applicant provide the required amount of open space identified in the Code, and encouraged the open space designs to be unique from previously approved Blocks. Additionally, the Commission expressed concern with the treatment of the public realm, particularly along Bridge Park Avenue, and requested the applicant make refinements to allow opportunities for gathering. The Commission requested additional final design details regarding the office building and parking garage, which have since been provided with the Final Development Plan (FDP).

On January 23, 2020, the Commission conducted an Informal Review for a revised final development plan for Block G given the amount of time since the review of the Basic Plan approval in 2018 (now known as Concept Plan/Preliminary Development Plan). At the time, the Commission requested revisions to the garage to elevate the design. The Commission was supportive of the warehouse aesthetic of the multi-family building. The Commission strongly encouraged the creation of unique open spaces and recommended the office building have additional architectural details.

2018

Under the previous BSD process, City Council approved on October 22, 2018 the Basic Plan for Block G, which included four Waiver Reviews and six conditions of approval. Prior to that, the Administrative Review Team (ART) recommended approval of the Basic Plan for this Block as well as the waivers and conditions to City Council on October 11, 2018. PZC also provided informal review and feedback of the Basic Plan on September 20, 2018. At the time, feedback centered on the usability of the proposed open spaces, the need for green (lawn) open space, the pedestrian realm, walkability and placemaking, the appropriateness of shared parking and the continuation of the development as a destination point.

2016

On July 7, 2016, PZC recommended approval of the Final Plat for Bridge Park East Section 4 (Block G). The plat was never forwarded to City Council for acceptance. Today, the applicant is seeking a recommendation of approval to City Council for a revised Final Plat.

Also in 2016, City Council approved a Site Plan for Block G and associated waivers based on a recommendation from the ART, after an informal review by the Commission. Given the significant changes within the proposal for Block G between 2016 and 2018, a new Basic Plan was required.

Process

The Code pertaining to the Bridge Street District was revised in May 2019 and became effective on May 8, 2019. The revisions centered on the Review and Approval Process (Chapter 153.066) and eliminated the requirement of a review and recommendation from the ART.

As with the previous version of the Code, proposals with a Development Agreement in place, continue to require a review and recommendation by City Council for the Concept Plan (previously a "Basic Plan"), which occurred in 2018. City Council, as part of that review and as required by Code, appointed PZC as the required reviewing body for future applications.

The Code also included the revision of nomenclature for the required three approval steps to more closely align with those in the Planned Unit Development Process. Therefore, this proposal is considered to have completed Step 1/Step 2 – Concept Plan and Preliminary Development Plan (Basic Plan approved by City Council in 2018) and Step 3 – Final Development Plan.

Site Characteristics

Natural Features

The site is currently vacant and as has been used as a construction staging area for previous blocks of development. There is approximately 20 feet of grade change from the high point in the northeast corner of the site to the low point in the southwest corner.

Surrounding Zoning and Land Use

North: Bridge Street District – Scioto River Neighborhood District
(Block H—Bridge Park Townhomes)
East: Bridge Street District – Residential District
(Sycamore Ridge Apartments)
South: Bridge Street District – Scioto River Neighborhood District
Bridge Park, Block F – Springhill Suites Hotel)
West: Bridge Street District – Scioto River Neighborhood District
Bridge Park, Block C – Mixed Use)

Road, Pedestrian and Bike Network

The site has street frontage on all sides. Sidewalks are present along the Mooney Street and Tuller Ridge Drive. A cycle track extends along Bridge Park Avenue. The Dale Drive streetscape is currently a temporary condition with no bike or pedestrian facilities along the site frontage. Dale Drive is intended to be improved at a future date as a City project. A sidewalk is proposed along the Dale Drive frontage with this application.

Utilities

The site will be served by existing public utilities (sanitary and water) from Mooney Street.

Proposal

The proposal consists of three new buildings, five open spaces, one amenity space, and associated site improvements, including:

- Building G1, a five-story 123,000-square-foot mixed use building containing restaurant, retail and office space;
- Building G2, a four-story, 327-space parking structure lined with commercial space along Dale Drive and associated storage and utility space; and,

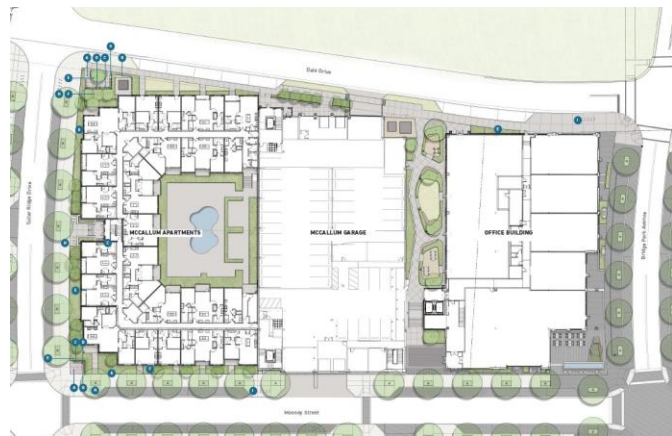
- Building G3, a four-story multi-family building containing 86 dwelling units (8 units with 3 bedrooms, 22 units with 2 bedrooms, 54 units with 1 bedroom, and 2 studio units) with an associated 0.19-acre amenity space.

Uses

An integrated mix of residential and commercial uses are proposed, which meets the intent of the BSD Area Plan. The BSD prioritizes pedestrian-oriented development while also recognizing the need to accommodate vehicles. Unlined parking structures are identified as a Conditional Use given the potential impacts to the streetscape character. The applicant is requesting approval of a Conditional Use to permit an unlined parking structure along Mooney Street. The request is consistent with previously approved blocks of development provided that the unlined portions are interior to the development as is the case with Block G. Additionally, it allows for a consolidation of building services for the garage and the adjacent apartment building along a single elevation allowing additional pedestrian activity along the other adjacent streets.

Site Layout

Block G is defined by the existing street network (Dale Drive, Bridge Park Avenue, Mooney Street, and Tuller Ridge Drive). The block dimensions defined by the Code are met. The site layout is consistent with the established development pattern throughout Bridge Park. The core of the block is occupied by a parking structure with other supporting buildings and uses surrounding along the perimeter of the block.



Building G1 (mixed use) occupies the southern third of the site and extends from Mooney Street to Dale Drive along Bridge Park Avenue. An open space is proposed at the corner of Mooney Street and Bridge Park Avenue, and a divided linear open space extends along the north side of the building. North of the open space, is Building G2 (parking structure). Building G1 and G2 are connected (level 2-5), bisecting the linear open space near Mooney Street. The northern third of the site is occupied by Building G3 (residential). The U-shaped building wraps the corners of Mooney Street, Tuller Ridge Drive, and Dale Drive. Building G3 is connected to Building G2 along the Mooney Street and Dale Drive frontages.

Circulation

Vehicular access to Building G2 is proposed from Dale Drive and Mooney Street. The proposed access along Dale Drive requires City Engineer approval for a curb cut along a Principal Frontage Street (PFS). Given the overall site layout and surrounding conditions, the Engineering Division is supportive of the vehicular access points as proposed. The Mooney Street entrance is interior to the site and intended to provide access to necessary supporting services (mechanical, dumpster etc.).

Pedestrian circulation along the perimeter of the block is provided by existing sidewalks along Bridge Park Avenue, Mooney Street, and Tuller Ridge Drive and by a proposed sidewalk along Dale Drive. The City Engineer has expressed concern that an inadequate sidewalk width, five

feet, is proposed along Dale Drive adjacent to on-street parking spaces. The applicant should revise the sidewalk to be a minimum of six feet in width to allow sufficient width for vehicle door swings and maintained circulation.

Parking

Recognizing that parking needs to be provided in conjunction with mixed use development, the Code identifies minimum and maximum parking requirements. In cases where shared parking is proposed, approval of a Parking Plan is required.

The applicant is requesting approval of a Parking Plan to permit shared parking across Bridge Park; in this case, specifically with Block C given the proximity to Block G. Block C contains 869 parking spaces with an additional 327 parking spaces proposed in Block G. Cumulatively, Blocks C and G provide an additional 109 on-street parking spaces. The total parking proposed to be provided is 1,306 spaces.

Based on the proposed mix of uses, 512 parking spaces are required where 360 parking spaces are provided for Block G. The applicant has conducted extensive study/observation regarding the capacity of nearby garage spaces and their availability during a 24-hour period on weekdays and weekends. The applicant is requesting the approval of a Parking Plan based on the findings of a Parking Demand Study. Staff is recommending approval of the Parking Plan as it meets the intent of BSD to establish walkable, mixed use communities where the need for vehicle parking is minimized. The development requires 83 bicycle parking spaces, all of which are provided. The location of the bicycle parking should be designated on the plans. Additional information regarding required loading spaces should also be provided to ensure functionality.

Open Space

Based on the proposed combination of uses on Block G, a minimum of 0.44-acre of publicly accessible open space is required to be provided. A total of 0.58-acre of publicly accessible open space is provided throughout Block G and adjacent to Block G (dog park). In addition, a 0.19-acre private amenity space is proposed for residents of Building G3. Several Waivers are required to accommodate the proportions of the open space as they do not fit squarely within the Code requirements. In detail, the following open spaces, including pocket plazas, pocket parks, and a park:

Pocket Plazas

- A ±1,382-square-foot open space is proposed at the southwest corner of Building G1. A linear water feature with seat walls is proposed to define the outdoor dining from the sidewalk. Ornamental plantings complement the water feature.
- A ±228-square-foot open space is proposed along Tuller Ridge Drive at the northwest corner of Building G3 and is conceptually designed as a plaza with benches, creating a place to stop or meet along the street.
- A ±785-square-foot public open space is proposed at the northeast corner of Building G3. This space provides a respite along the sidewalk with benches and ornamental trees.

Pocket Park

- Two connected open spaces totaling ±5,828 square feet are proposed between Buildings G1 and G2. These open spaces have frontage on both Dale Drive and Mooney Street, providing a mid-block pedestrianway. The two tiered open space has a gathering plaza on the lower level along Mooney Street adjacent to the Building G1 lobby. The upper level along Dale Drive incorporates an artistic scrim screen to mask the garage, and a combination of open turf, hardscape paths, shade trees, and pockets of planting areas.

Park

- A ±17,100-square-foot (0.39-acre) dog park is proposed at the southwest corner of Dale Drive and Tuller Ridge Drive adjacent to the Sycamore Ridge Apartments. The dog park is triangular in shape, bound by existing shared use paths to the east and south. A double gate entry is proposed at the southwest corner of the park. Artificial turf is proposed throughout to prevent degradation of the park given the limited size. A number of shade trees and play boulders are proposed along with seating areas. Additionally, the space is required to be fully enclosed with a six-foot tall fence. Light poles are integrated into the dog park to allow for evening use, particularly in the winter. Lights are intended to be on a timer and will not remain on all night. The applicant should provide additional information regarding light levels to ensure that lighting uniformity requirements are met. The space would need to be owned and maintained by Bridge Park, but open to the public to qualify as publically accessible open space and not simply an amenity for Bridge Park residents.

Landscape Design

Planning, in conjunction with Horticulture and the City Forester, are recommending a number of modifications to the landscape design and plant selections. The intent is to provide more visual interest and plant diversity, elevating the year-round aesthetics and long-term survivability. The Staff analysis is based on the anticipated sun and shade for open spaces. The applicant should revise the landscape plan in accordance with Staff's detailed plan mark-ups provided via electronic plan review. Additionally, final furniture selections and planter details are required to be provided, subject to Staff approval.

Generally, the applicant is proposing shrubs, grasses, ground cover, perennials, and ornamental trees. Staff is requesting an increase the number of species including more evergreen and deciduous shrubs to replace perennials and ornamental grasses in select areas.

The linear open space between the buildings G1 and G2 is proposed to contain ornamental shrubs and flowering trees providing attractive spring and fall color. Staff is concerned some of the understory plants proposed will not receive adequate sun exposure. Suggested plant species substitutes are recommended. Additional foundation landscaping along Mooney Street has been identified as an opportunity to elevate the design.

Building Types

Building Types establish the development standards applicable to each building. Building Types are designated based on the form and use of a building. Building G1 is a Corridor Building, Building G2 is a Parking Structure, and Building G3 is an Apartment Building. The Commission is asked to refer to the attached development analysis.

The following analysis focuses on the requirements of the BSD Code that address the fundamental urban form created by the proposed placement, and height/stories. The character of each building is highlighted through a general description of the proposed exterior cladding material composition. In review of the proposal, Staff has identified, in select cases, the need for Administrative Departures and Waivers to numeric Code requirements. As well as conditions of approval to confirm compliance with Code requirements.

The Code identifies building forms that are compatible and incompatible with each other. The intent is to ensure development that is responsive to the surrounding context. Building G2 and G3, a Parking Structure and an Apartment Building, are designated as incompatible with single-family attached. A Waiver is required to permit the Parking Structure adjacent to the Sycamore Ridge Apartments and an Apartment Building adjacent to Block H townhomes. The PZC previously approved the same Waiver for Block D, adjacent to Block H. Waivers are also required to permit additional lot coverage, which is consistent with previous requests approved by the Commission. Additionally, Block G provides an excess of open space off-site, which is not considered in the lot coverage calculation, although compensates for the additional lot coverage.

Details

Building G1

Building G1 is a five-story Corridor Building with the ground story occupied by restaurant/retail and lobby space associated with the office users. The upper stories (floors 2-5) are occupied by office.

The building is sited along Bridge Park Avenue with secondary entrances along the north (open space) and east (Dale Drive) elevations. The lobby for the upper-story office is located along Mooney Street. The principal building entrance is located along Mooney Street. A Waiver is required to



permit this condition as well as the location of other building entrances due to the highly prescriptive nature of the Code. A fully enclosed pedestrian circulation connection between Buildings G1 and G2 is provided via a tunnel at the ground floor and by elevator lobbies on the second through fifth floors. A break in this architectural connection is provided at the first floor level of the G1 building, accommodating a continuous east/west mid-block pedestrianway between Mooney Street and Dale Drive. Given the detail of the design, a Waiver is required.

The predominant exterior building materials are a combination of brick, concrete panel, concrete masonry, and glass storefront system. Medium gray toned masonry defines the base of the building, with dark gray, medium gray, and white brick on the upper stories. The secondary materials are composite metal panel, and glass/metal spandrel. Teak metal wall panels highlight the office balconies at the southwest corner, which overlook the public open space at the corner of Mooney Street and Bridge Park Avenue. The applicant should provide a specification for the storefront window system, subject to Staff approval. A minimum 80 percent primary materials are required to be provide on all elevations. The applicant is deficient along Mooney Street. Due to the interior nature there will be minimal impact to overall aesthetic of the building. The Code provides standards for minimum transparency along street facing facades. A minimum 60 percent transparency is required. Along Dale Drive, Bridge Park Avenue, and Mooney Street the street facing transparency fall below the requirement. The amount of transparency is consistent with the percent provided in previous blocks for Corridor buildings. A Waiver is required to permit this condition.

The Code provides standards for minimum and maximum story heights which differ for the ground story and upper stories. All story heights are compliant with the exception of the west end of the first and fifth story due to the grade change. The Code also requires façade divisions every 45 feet to ensure a building does not have flat plane. The proposal provides façade division, but not at the numeric value required by the Code, requiring a Waiver. As proposed, varied façade division accommodate a more unique architectural design.

Rooftop mechanical units and equipment are proposed to be screened behind a gray louver screen. The parapet height is required to be no less than 2 feet in height to ensure all mechanicals are fully screened. The parapet varies in height from 1.25 feet to 4.75 feet. All mechanicals will be sufficiently screened. A Waiver is required to permit this deviation from Code.

Building G2

Building G2 is a four-story parking structure containing 327 parking spaces to support the residents of Building G3 and the commercial uses in Building G1. The proposed ingress/egress to the parking structure is on the east and west sides of the building. The ground level of the parking structure includes a refuse storage room, water meter room and a generator for support of the uses in Buildings G1, G2, and G3. The Required Building Zone (RBZ) for parking structures is between 5 and 25 feet from the right-of-way. Along both Dale Drive and Mooney Street, the building is not sited the minimum of five feet from the right-of-way. This condition requires approval of a Waiver to the Code requirement.



The parking structure is unlined by commercial uses along Mooney Street (west), requiring review and approval of a Conditional Use application. Along Dale Drive (east) three commercial tenant spaces line the garage on the ground story. The depth of the tenant space is less than Code requires, therefore a Waiver is required. The south façade of the parking structure is clad in scrim screen. The north elevation faces the private amenity space for Building G3.

The parking structure is clad predominantly in two different colors of brick; the base level and the entry/vertical circulation towers are clad in gray brick, and the upper levels of the parking structure are clad with red brick. Cast stone is used to transition the brick color between the ground story and upper stories. All elevations exceed the minimum primary material percentage required, with the exception of the south elevation where a scrim screen is applied as a placemaking element. Perforated metal panels (scrim screen) require a determination of architectural appropriateness by the Commission. Metal panels are a permitted secondary material.

In the northwest corner of the parking structure is the shared vertical pedestrian circulation – lobby, mailroom, stairwell, and elevators – for the parking structure and Building G3. Additional stairwells are proposed in the southwest and northeast corner of the parking structure, allowing access to Buildings G1 and G3, respectively. The stairwells/elevators architecturally accent the building. A total of three towers are proposed. Towers are only permitted at terminal vistas. A Waiver is required to permit towers on Building G3 transitional elements.

Building G3

Building G3 is a four-story Apartment Building containing 86 dwelling units (8 units with 3 bedrooms, 22 units with 2 bedrooms, 54 units with 1 bedroom, and 2 studio units) with an associated 0.19-acre amenity space. The east and west halves of the building are offset to accommodate the significant grade change across the site. The offset design breaks down the mass and scale of the building



adjacent to Block H. The primary building entrance is located along Tuller Ridge Drive at the offset in the building. There are no other building entrances along Tuller Ridge Drive, which requires a Waiver. Individual stoop entries are proposed along Dale Drive and Mooney Street as the grade permits it. The majority of the stoops meet the minimum Code required although three provide at-grade entry, which is not permitted by Code. To permit this condition, a Waiver is required. The RBZ for the Apartment Building type is 5-20 feet. The building is sited less than 5 feet from the right-of-way along Dale Drive and Tuller Ridge Drive, requiring a Waiver. The maximum permitted lot coverage for the building type is 70 percent where 90 percent is proposed. Similar to Building G1 and G2, G3 requires a Waiver for the overall lot coverage to exceed the maximum.

The building is proposed to be clad in a combination of brick, stone, and fiber cement

siding. The permitted primary building materials for the Apartment Building type are brick and stone, which must make up 80 percent of each elevation. Fiber cement siding is a permitted secondary material. The applicant is proposing 46 percent primary materials on each elevation and 54 percent secondary materials on each elevation. A Waiver is required to permit this condition. Juliet balconies are proposed to provide visual interest along the façade. Additional detail is required to confirm compliance with the Code.

The Code requires architectural details including vertical façade divisions. Similar to Building G1, the proposal provides façade division, but not at the numeric value required by the Code. As proposed, varied façade divisions accommodate a more unique architectural design. A Waiver and Administrative Departure are requested to permit this condition. Additionally, the Code requires a change in roof plane every 80 feet. Along the north façade a 4-foot deviation is requested, meeting the threshold for an Administrative Departure.

Final Plat

Approval of a Final Plat is requested in conjunction with the Final Development Plan. The plat establishes a single, 2.286-acre developable lot (Lot 9) along with necessary public access easements for open spaces. Lot 9 is the result of the combination of three parcels: a .183-acre parcel and .006-acre parcel owned by the City of Dublin and a 2.097-acres parcel owned by the developer. The new lot has approximately 200 feet of frontage along Bridge Park Avenue, 450 feet of frontage along Mooney Street, 250 feet of frontage along Tuller Ridge Drive, and 415 feet of frontage along Dale Drive.

Four public access easements are proposed to be established. Three at corners of the site and one bisecting the site. A .027-acre access easement is provided at the intersection of Bridge Park Avenue and Mooney Street, a .005-acre access easement is provided at the intersection of Mooney Street and Tuller Ridge Drive, and a .019-acre access easement is provided at the intersection of Tuller Ridge Drive and Dale Drive.

3. Criteria Analysis

Conditional Use

1) The proposed use will be harmonious with and in accordance with the general objectives or purpose of the Zoning Code and/or Community Plan.

Criteria met. The unlined portion of the parking garage is identified as a conditional use in the BSD-Scioto River Neighborhood. The proposal strives to meet all of the standards outlined in the Zoning Code and recommendations of the Community Plan by consolidating services on one elevation, ultimately allowing for additional pedestrian activity along adjacent streets. The proposal provides needed structured parking for the development.

2) The proposed use will comply with all applicable development standards, except as altered in the approved conditional use.

Criteria met. The proposal strives to meet the standards of the Bridge Street District Zoning Code except as modified by this Conditional Use request. The request allows for a consolidated service area to maintain pedestrian activity along adjacent streets.

3) The proposed use will be harmonious with the existing or intended character of the general vicinity.

Criteria met. The proposed use complements the mix of uses within the block and the overall development by providing structured parking for the residences, office and commercial users, as well as the general public visiting the area. The design and development of the parking garage is harmonious with the Bridge Park development, as it provides commercial and residential liners on two sides and integrates materials and character established with adjacent buildings.

4) The use will not be hazardous to or have a negative impact on existing or future surrounding uses.

Criteria met. The use is complementary to many of the existing uses and will not detract from the suitability of developing sites for future uses. The proposal also provides public parking that will aid in activating tenant and office spaces in the area. Additionally, the proposal consolidates services to one elevation, maintaining pedestrian activity on adjacent streets.

5) The area and proposed use(s) will be adequately served by essential public facilities and services.

Criteria met. The site and use will be served by existing utilities provided on site or through extending services as part of the overall development. Any existing utilities for public utilities will remain in place to ensure future connections and maintenance is maintained.

6) The proposed use will not be detrimental to the economic welfare of the community.

Criteria met. The parking garage provides an amenity to the overall development by providing necessary parking to support commercial, office and residential portions of the development. Additionally, the added parking creates additional economic growth opportunities on the site and in the vicinity.

7) The proposed use will not involve operations that will be detrimental to any person, property, or the general welfare.

Criteria met. The use, although accessible 24 hours a day, is intended to provide parking for office tenants, residents and patrons of businesses in the area, which will aid the surrounding community. The design will not create any detriments to any surrounding people or property.

8) Vehicular approaches to the property shall be designed as not to create interference with traffic on public or private streets or roads.

Criteria met. The proposal uses the existing street network to access the garage. Additionally, this design consolidates services to a single elevation, ultimately reducing interference with traffic.

9) The proposed use will not be detrimental to property values in the immediate vicinity.

Criteria met. The proposed use provides necessary parking to surrounding residential, office and commercial uses. The design of the garage complements and integrates with surrounding buildings.

10) The proposed use will not impede the normal and orderly development of the surrounding properties.

Criteria met. The proposal is for structured parking on a site which utilizes the existing street network. The proposal does not modify adjacent properties, or impact their ability to be developed. Additionally, the construction of a parking garage will allow for additional development to occur in the surrounding area without additional pressure on parking within the development.

Administrative Departures

1) 153.062(O)(12)(a)(1) — Front Property Line Coverage

Requirement: A minimum 90 percent front property line coverage is required.

Request: 83 percent be required to be provided along Dale Drive when Buildings G1 and G2 are calculated together.

Criteria: *Approval.* Administrative Departure is consistent with previously approved deviations from Code. The occupation of the front property line is largely met, which meets the intent of the Code to ensure the position of buildings along the street.

2) 153.062(O)(3)(a)(4) — Change in Roof Plane

Requirement: A single roof plane shall extend not greater than 80 feet in length.

Request: Permit a single roof plane to extend 85 feet in length along the north elevation of Building G3.

Criteria: *Approval.* The Administrative is minor in nature and does not substantially alter the intent of the Code requirement.

Waiver Reviews

General

3) 153.062(O)(5), (O)(12), (O)(3) — Lot Coverage

Requirement: Maximum impervious combined lot coverage for the Corridor Building, Parking Structure, and Apartment building shall not exceed 80 percent for the Corridor Building and Parking Structure, and shall not exceed 75 percent for the Apartment Building.

Request: Combined lot coverage, for Block G, not exceed 90 percent.

Criteria: *Approval.* The proposed lot coverage is consistent with the established development pattern of Bridge Park. The proposed lot coverage is less than previously approved blocks. Block G provides more open space and amenity space than previously approved blocks.

Building G1 (Corridor Building)

4) 153.062(O)(5)(b) — Building Height, Ground Story and Upper Stories

Requirement: Ground story floor height shall be a minimum of 12 feet and a maximum of 16 feet. Upper story floor height shall be a minimum of 10 feet and a maximum of 14 feet.

Request: Ground story height for west end of the first story be permitted to be a maximum of 25 feet in height, and the fifth story be permitted to a maximum of 18 feet in height.

Criteria: *Approval.* The significant grade change across the site that impacts the story heights resulting in numeric requirements of the Code that are not able to be met. The Waiver is appropriate given the unique site conditions.

5) 153.062(D)(1)(a) — Parapet Roof Types

Requirement: Shall be no higher than necessary to screen roof appurtenances from view from street or adjacent building of similar height. Parapets shall be no less than 2 feet and no greater than 6 feet in height.

Request: Parapet heights less than 2 foot minimum (1.25 feet in height)

Criteria: *Approval.* Waiver is consistent with previously approved Waivers. All mechanicals continue to be fully screened.

6) 153.065(E)(3)(b) — Mechanical Screening

Requirement: All roof-mounted mechanical equipment shall be fully screened from view at ground level on all sides by one of the primary materials and colors of a street facing façade. Metal is not a permitted primary material for the Corridor Building Type.

Request: Permit rooftop mechanicals to be screened by metal.

Criteria: *Approval.* Waiver is consistent with previously approved Waivers. All mechanicals continue to be fully screened.

7) 153.062(O)(5)(d)(1) — Street Facing Transparency

Requirement: A minimum 60 percent transparency be provided on the ground story of street facing facades.

Request: Reduced ground story street facing transparency along Mooney Street, Bridge Park Avenue, and Dale Drive:

- Mooney Street (West) — 35%
- Bridge Park Avenue (South) — 48%
- Dale Drive (East) — 40%

Criteria: *Approval.* Waiver is consistent with previously approved Waivers. The building has minimal frontage along Mooney Street and Dale Drive. The most transparency is provided along Bridge Park Avenue where the retail tenant spaces are located. Tenant fit-up modifications often result in increases and decreases in transparency.

8) 153.062(O)(5)(d)(1) — Blank Wall Limitations

Requirement: Blank walls are not permitted. A blank wall is an elevation with 15 foot or greater stretch of uninterrupted façade.

Request: Permit a 17 foot blank wall along the west elevation of the connector to Building G2 Parking Structure.

Criteria: *Approval.* The connector is an architectural feature with unique constraints. It is setback from the street, which minimizes the impact of the blank wall.

9) 153.062(O)(5)(d)(3) — Building Entrances

Requirement: The principal building entrance must be located along a Principal Frontage Street. The Code requires one building entrance every 75 feet along street facing facades.

Request: Permit the principal building entrance (office lobby) along a Neighborhood Street (Mooney Street), and to permit entrances at lengths greater than permitted:

- Dale Drive: 164 linear feet = 3 entrances required, 2 provided
- Bridge Park Avenue: 197 linear feet = 3 entrances required, 5 provided
- Mooney Street: 164 linear feet = 3 entrances required, 3 provided

Criteria: *Approval.* The lobby location is located adjacent to an open space, which allows for informal gathering meeting the intent of the BSD Code. The significant grade change across the site that impacts the ability to locate entrances in accordance with the numeric requirements of the Code.

10) 153.062(O)(5)(d)(4) — Vertical Façade Divisions

Requirement: A vertical façade division is required every 45 feet to ensure a varied building plane.

Request: Permit fewer vertical façade divisions than required by Code:

- East Elevation: ±89 foot increment
- North Elevation: ±96 foot increment
- South Elevation: ±97 foot and ±95 foot increments
- West Elevation: ±52 foot increment

Criteria: *Approval.* The varied increments allow for a more architecturally engaging building as a regularly occurring increment could appear monotonous. The request enhances the overall character of the District.

11) 153.062(O)(5)(d)(5) — Materials

Requirement: 80 percent primary building materials (glass, brick, stone).

Request: Permit 68 percent primary building materials on the west elevation (Mooney Street).

Criteria: *Approval.* The west elevation is interior to the Bridge Park development. All other elevations, front Principal Frontage Streets, comply with the minimum required primary building materials.

Building G2 (Parking Structure)

12) 153.062(C)(1) — Incompatible Building Types

Requirement: Parking Structure and Single-Family Attached Building Types are not permitted directly across the street from one another or on the same block face.

Request: Building G2 (Parking Structure) adjacent to Sycamore Ridge Apartments (Single-Family Attached)

Criteria: *Approval.* Waiver is consistent with previously approved Waivers for Block H. Sycamore Ridge Apartments has generous setbacks from Dale Drive, which minimize any potential impact.

13) 153.062(O)(12)(a)(1) — Required Build Zone (RBZ)

Requirement: The front and corner-side required build zones for a Parking Structure are 5 feet to 25 feet from the property line.

Request: To permit zero feet to 25 feet required build zones to accommodate the following building siting:

- Front: 2.86 feet provided. Encroaches 2.14 feet. beyond required RBZ
- Corner Side: 1.46 feet provided. Encroaches 3.54 feet beyond required RBZ

Criteria: *Approval.* The Waiver is requested due to the curvature of Dale Drive. The rectilinear building footprint in relation to the street warrants a minor deviation to the numeric values in the Code.

14) 153.062(D)(4)(a) — Towers, Location and Quantity

Requirement: Towers on Parking Structures are permitted on facades only at terminal vistas, corners at two principal frontage streets, and/or adjacent to an open space type. Where permitted by building type, only one tower is allowed per building.

Request: Northwest tower allowed to deviate from location requirement, and a total of three towers be permitted.

Criteria: *Approval.* Waiver is requested to provide architectural transitions between Buildings G1, G2, and G3. The towers are a functional design element to accommodate stairwells and elevators. Approval of the Waiver is consistent with previously approved Blocks.

15) 153.062(D)(4)(b) — Towers, Height

Requirement: Tower height shall not be greater than the height of one additional upper floor of the building to which the tower is applied. The width of a tower shall not exceed its height. The maximum upper story height for Parking Structures is 12 feet.

Request: Permit deviations from height and width requirements:

- Building G2 Northeast Tower: Height 19.33 feet, width 21.33 feet
- Building G2 Northwest Tower: Height 17.33 feet, width 21.33 feet.
- Building G2 Southwest Tower: Height 12.67 feet, width 18 feet.

Criteria: *Approval.* The towers are a functional design element to accommodate stairwells and elevators. Approval of the Waiver is consistent with previously approved Blocks.

16) 153.065(B)(5)(c) — Interior Circulation, Ceiling Clearance Heights

Requirement: A minimum ceiling clearance height of 12 feet is required where the parking structure has street frontage, excluding the driveway opening, and the parking structure shall be designed and constructed to allow potential occupancy of the first 20 feet of building by a commercial or a civic/public/institutional use.

Request: Permit at the Mooney Street frontage the clear ceiling height is approximately 10 feet.

Criteria: *Approval.* The significant grade change across the site that impacts the story heights resulting in numeric requirements of the Code that are not able to be met. The Waiver is appropriate given the unique site conditions.

17) 153.062(O)(12)(c) — Occupied Space

Requirement: Parking structures are required to be line with occupied space, with a minimum depth of 20 feet, along principal frontage streets.

Request: Occupied space along Dale Drive be permitted to be less than 20 feet at 16.83 feet.

Criteria: *Approval.* Occupied space continues to be provided in a key location along a PFS at the eastern edge of the Bridge Park development. While the numeric value in the Code is not met, the intent of the zoning regulation is met.

18) 153.062(O)(12)(d)(1) — Street Facing Transparency

Requirement: A minimum 65 percent storefront transparency be provided on the ground story of facades facing a principal frontage street.

Request: 41 percent ground story store front transparency along Dale Drive.

Criteria: *Approval.* Waiver is consistent with previously approved Waivers. The building has minimal frontage along Dale Drive. The intent of the Code is fulfilled by providing occupied space on the ground story of the parking structure.

19) 153.062(O)(12)(d)(2) — Blank Wall Limitations

Requirement: Blank walls are not permitted. A blank wall is an elevation with 15 foot or greater stretch of uninterrupted façade.

Request: Permit the south façade, adjacent to public open space, to be fully screened by scrim.

Criteria: *Approval.* The scrim screen is an architectural feature that enhances the BSD. The screen is an application that is not used elsewhere in Bridge Park and contributes to the vibrancy.

20) 153.062(O)(12)(d)(3) — Building Entrances

Requirement: The Code requires one building entrance every 75 feet along street facing facades.

Request: Permit one entrance along Mooney Street where two are required.

Criteria: *Approval.* While one entrance is proposed to be provided where two are required, the parking structure is accessible from Buildings G1 and G3 via interior connections meeting the intent of the Code.

21) 153.062(O)(12)(d)(4) — Vertical Façade Divisions

Requirement: A vertical façade division is required every 30 feet to ensure a varied building plane.

Request: Permit fewer vertical façade divisions than required by Code:

- East Elevation: ±102 foot increment
- West Elevation: ±85 foot increment

Criteria: *Approval.* The varied increments allow for a more architecturally engaging building as a regularly occurring increment could appear monotonous. The request enhances the overall character of the District.

22) 153.062(O)(12)(d)(5) — Materials

Requirement: 80 percent primary building materials (glass, brick, stone).

Request: Permit 35 percent primary building materials on the south elevation (open space).

Criteria: *Approval.* The south elevation is fully detailed in a perforated metal panel scrim screen. The percentage of required primary building materials is met on all other elevations.

Building G3 (Apartment Building)

23) 153.062(O)(3)(a)(1) — Required Build Zone (RBZ)

Requirement: The front required build zone for an Apartment Building 5 feet to 20 feet from the property line.

Request: To permit zero feet to 20 feet required build zones to accommodate the following building siting:

- Front: Dale Drive – Minimum 0.38 ft. provided
- Front: Tuller Ridge Drive – Minimum 4.75 ft. provided

Criteria: *Approval.* The Waiver is requested due to the curvature of Dale Drive and Tuller Ridge Drive. The rectilinear building footprint in relation to the street warrants a minor deviation to the numeric values in the Code.

24) 153.062(O)(3)(d)(3) — Building Entrances

Requirement: The Code requires one building entrance every 75 feet along street facing facades.

Request: Permit one entrance along Tuller Ridge Drive where three are required.

Criteria: *Approval.* Due to the significant grade change along Tuller Ridge Drive, one entrance is proposed to be provided where three are required. The unique site conditions warrant a deviation from the Code requirement.

25) 153.062(I)(2)(a) — Stoops

Requirement: Stoops shall have a minimum width and depth of five feet of open area.

Request: Three stoops provide smaller than the minimum dimensions required, and three provide at-grade sidewalk entrance (no stoop).

Criteria: *Approval.* The significant grade change across the site only accommodates stoops along Dale Drive and Mooney Street. In these locations, numeric requirements of the Code are not able to be met. The Waiver is appropriate given the unique site conditions.

26) 153.062(O)(3)(d)(4) — Vertical Façade Divisions

Requirement: A vertical façade division is required every 40 feet to ensure a varied building plane.

Request: Permit fewer vertical façade divisions than required by Code:

- East Elevation: 64.54 foot increment, 40.21 foot increment
- North Elevation: 65.63 foot, 65.04 foot increments
- West Elevation: 64.58 foot increment, 40.29 foot increment

Criteria: *Approval.* The varied increments allow for a more architecturally engaging building as a regularly occurring increment could appear monotonous. The request enhances the overall character of the District.

27) 153.062(O)(3)(d)(5) — Materials

Requirement: 80 percent primary building materials (glass, brick, stone).

Request: Permit 46 percent primary building materials on the west elevation (Mooney Street); 44 percent primary building materials on the north elevation (Tuller Ridge Drive); and, 46 percent primary building materials on the east elevation (Dale Drive).

Criteria: *Approval.* The building is primarily clad in brick and fiber cement siding. Fiber cement siding is a cladding that is more residential in nature and provides an appropriate transition to the townhomes (Block H) to the west. Brick remains a significant element that contributes to the character of the building.

Open Space

28) 153.064(F)(6) — Open Space Type, Park

Requirement: Parks (minimum 2-acres in size) provide informal active and passive larger-scale recreational amenities to city residents and visitors. 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.

Request: Permit a dog park to be designated as a Park not meeting the intent and minimum 2-acres size defined in the Code.

Criteria: *Approval.* The dog park is a unique open space type not specifically identified the Code. This type of social recreation and the programmatic design of the space makes it most similar to a Park Open Space Type. The design is naturalistic but resilient and the proposed location defines the edge between an existing (Sycamore Ridge) and a new neighborhood (Bridge Park). The .39 acre proposed dog park is smaller than the minimum Park size of 2 acres required by Code; however contributes to the overall provision of various open space amenities throughout Bridge Park.

29) 153.064(G)(1)(b) — Open Space Proportions

Requirement: With the exception of the Greenway, all Open Space Types shall be sized at a ratio of not more than 3:1, length to width

Request: Permit Pocket Park between Building G1 and G2 has a length to width proportion of over 6:1.

Criteria: Approval. The Waiver is consistent with the established development pattern of Bridge Park, and similar to previously approved Waivers. The open space accommodates a midblock pedestrianway while also servicing as an open space.

30) 153.064(G)(4)(f) — Impervious and Semi-Pervious Area

Requirement: For a Pocket Park, the maximum permitted impervious area is 30 percent with an additional 10 percent semi-pervious permitted.

Request: Permit the open space between Building G1 and G2 to be approximately 58 percent impervious.

Criteria: Approval. The Waiver is consistent with the established development pattern of Bridge Park, and similar to previously approved Waivers. The open space accommodates a midblock pedestrianway while also servicing as an open space.

Parking Plan

1) Requirement/Request: A total of 526 parking spaces are required where 360 parking spaces are provided. Approval of a shared parking plan is requested.

Criteria: Approval. Based on the findings of a Parking Demand Study, Staff is recommending approval of the Parking Plan as it meets the intent of BSD to establish walkable, mixed use communities where the need for vehicle parking is minimized.

Final Development Plan

1) *The proposal is consistent with the approved Preliminary Development Plan.*

Criteria Met. This application is largely consistent with the approved Preliminary Development Plan and surrounding development pattern. The architecture and site layout are similar to the previously approved Preliminary Development Plan and Concept Plan.

2) *The development is consistent with the Community Plan, BSD Special Area Plan, BSD Design Guidelines, other adopted city plans, and related policies.*

Criteria Met with Waivers and Conditions. The proposal is largely consistent with all adopted plans and policies. However, the applicant is requesting approval of Waivers, which will allow for additional flexibility in site layout and building design when developing multiple buildings in a block at a single time.

3) *The proposed land uses align with all applicable requirements and use specific standards.*

Criteria Met with Conditional Use. All proposal uses are permitted in accordance with the Zoning Code. The unlined parking structure, along Mooney Street, requires approval of a Conditional Use. The unlined portion of the parking structure is interior to the Bridge Park development.

- 4) *The proposed buildings are appropriately sited and scaled to create a cohesive development character that complements the surrounding environment, and conforms to the requirements of § 53.062 Building Types and §153.065 Site Development Standards.*
Criteria Met with Administrative Departures and Waivers. The proposal is appropriately scaled and complements the surrounding environment. The Administrative Departures and Waivers allow for additional design elements that complement the surrounding environment.
- 5) *The proposed lots and blocks conform to the requirements of §153.060 Lots and Blocks.*
Criteria Met. The lots and block dimensions are existing and were established with previous phases of the development.
- 6) *The proposed street types conform to the requirements and standards of §153.061 Street Types, including the general pattern of streets, blocks, and development reflected on the BSD Street Network Map and the conceptual locations of access points to surrounding streets to avoid adverse impacts on surrounding neighborhoods and traffic infrastructure.*
Not Applicable. No new streets are required to be constructed in conjunction with Block G's development.
- 7) *The proposed design of the internal circulation system, driveways, and any connections to the public realm provide for safe and efficient access for pedestrians, bicyclists, vehicles, and emergency services.*
Criteria Met with Conditions. The proposal does not significantly alter the circulation system, access points or connections to the public realm within Bridge Park. The site layout provides adequate access for vehicular, pedestrian, and bicycle visitors to the site. Additional information regarding bicycle parking and loading spaces is required to be provided.
- 8) *The proposed design of buildings conforms to the BSD Code and is consistent with the BSD Design Guidelines, while integrating with nearby development.*
Criteria Met with Waivers. The proposal conforms to applicable policies and plans. Staff recommends approval of Waivers to items that do not meet the numeric requirements of the Bridge Street District.
- 9) *The proposed open spaces are appropriately sited and designed to conserve or enhance natural features as appropriate, enhance the community both within and outside the proposed development, and conform to the requirements of §153.064 Open Spaces.*
Criteria Met with Waivers and Condition. The applicant is proposing a variety of open space types, which enhance the public realm. The applicant should continue to work with Staff to finalize the landscape design and plant selections in accordance with Staff's recommendations.
- 10) *The scale and design of the proposed development allows for the adequate provision of services currently furnished by or that may be required by the city or other public agency including, but not limited to, fire and police protection, public water and sanitary*

sewage services, recreational activities, traffic control, waste management, and administrative services.

Criteria met. The proposal allows for the adequate provision of services.

11) The proposed development conforms to the requirements of §153.063 Neighborhood Standards, as applicable.

Criteria met. The proposal incorporates elements consistent with the Scioto River Neighborhood District specifically creating a vibrant mixed use community through a vertical mixed use buildings, high-quality architecture, and engaging open spaces.

12) The proposed development provides adequate stormwater management systems and facilities that comply with the applicable regulations of this code and any other applicable design criteria or regulations as adopted by the city or required by other government entities.

Criteria Met. The proposal provides adequate stormwater management.

13) The proposed development can be adequately serviced by existing and/or planned public or private infrastructure consistent with the city's most recently adopted capital improvements program.

Criteria Met. The proposal can be adequately serviced by existing infrastructure.

14) If the development is to be implemented in phases, each phase has adequate infrastructure to serve the development without the need for further phased improvements.

Not applicable. The development is not proposed to be constructed in phases.

15) The proposed development demonstrates consistency with the recommendations, principles, and intent of all applicable design standards and guidelines, including but not limited to buildings, open spaces, and streetscapes.

Criteria Met with Conditions. The development will provide an interesting, walkable setting for urban lifestyles that places value on human scale and a diversity of experiences. The layout of the public spaces and function of the integrated sidewalk and bikeway network and the mixed-use development is consistent with these principles.

Final Plat §152.018

1) Plat Information and Construction Requirements

Criteria Met with Conditions. The applicant has provided all the necessary information for the final plat. Any minor revisions should be made prior to the submission to City Council for approval.

2) Lots, Street, Sidewalk, and Bike path Standards

Criteria Met. This proposal is consistent with the lot, street, sidewalk, and bikepath standards for the Bridge Street District.

3) Utilities

Criteria Met. Proposed and existing utilities are shown on the preliminary plat and documented with the final development plan.

4) *Open Space Requirements*

Criteria Met. As part of the final plat, public access easements are required in areas designated as open space.

4. Recommendations

Conditional Use

Planning recommends **approval** of the Conditional Use with no conditions.

Administrative Departures

Planning recommends **approval** of two Administrative Departures.

Waiver Reviews

Planning recommends **approval** of 30 Waivers.

Parking Plan

Planning recommends **approval** of a Parking Plan.

Final Development Plan

Planning recommends **approval** of the Final Development Plan with conditions:

- 1) That the applicant provide window specifications for Building G1 for staff review prior to submitting for permits;
- 2) That the applicant provide installation details for the proposed Juliet balconies on Building G3 with the building permit application;
- 3) That the applicant submit all proposed site furnishings associated with public open spaces for staff review prior to submitting for permits;
- 4) That the applicant designate the location and quantity of required bicycle parking with the building and/or site permit applications;
- 5) That the applicant verify if parking structure security techniques and surveillance will be implemented in Building G2;
- 6) That the applicant provide the three required loading spaces on the site plan for staff review prior to submitting for permits;
- 7) That the applicant submit details of the proposed ground mounted mechanical enclosures with the building/site permit application;
- 8) That the applicant adjust the proposed site lighting plans to provide the required lighting uniformity with the site permit application;
- 9) The sidewalk along Dale Drive be revised to provide a minimum of six feet of clear sidewalk width, subject to approval of the City Engineer;
- 10) The applicant establish and execute a public access easement for the dog park prior to issuance of a Site Only permit;
- 11) The applicant work with Staff to revise the landscape plan, as detailed in the Staff Report, prior to submittal of a Building Permit.

Final Plat

- 1) The applicant make any minor technical adjustments to the plat prior to submission for acceptance to City Council.