

21-017MPR – BALTIMORE CORNER RESTAURANT

Summary

Feedback on a request to encroach the Riverside Drive right-of-way with a building addition and covered patio to accommodate a restaurant tenant located within Bridge Park, Block B.

Site Location

The site is located southeast of the intersection of Bridge Park Avenue and Riverside Drive.

Zoning

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

Property Owner

Bridge Park B Block, LLC.

Applicant/Representative

Carter Bean, Bean Architects
Wayne Schick, Cameron Mitchell Restaurants

Applicable Land Use Regulations

Zoning Code Section 153.066

Case Manager

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Next Steps

Following Informal Review and feedback from the Planning and Zoning Commission (PZC), the applicant may revise plans to submit for consideration of a Minor Project.

Zoning Map



2. Overview

Background

This is a request for the Planning and Zoning Commission's (PZC) consideration of a right-of-way (ROW) encroachment for a building addition and covered patio along Riverside Drive and of modifications to the Riverside Drive planters to maintain adequate sidewalk width. Should the Commission support the proposal, the applicant will pursue further development of the design to create a more cohesive architectural character and to enhance the public pocket plaza in alignment with the intent of the Bridge Street District.

Updates

At the April 1, 2021 PZC meeting, the Commission provided informal feedback regarding façade/storefront alterations, a 625-square-foot building addition, and a 400-square-foot covered patio. At the time, the Commission identified:

- An opportunity to activate the streetscape with the tenant space design;
- The importance of the vertical expression of the building at the gateway;
- Support for the traditional storefront character specifically the conceptual design details depicted in the inspiration images;
- Reservations regarding occupation of the pocket plaza and right-of-way for indoor dining although generally supported the covered outdoor dining;
- The pocket plaza, including gateway and public art, serves a greater public purpose that should be preserved and enhanced; and,
- Differing views on alterations to the Riverside Drive streetscape and Shopping Corridor width.

Since April, the applicant has revised the proposal to:

- Retain the pocket plaza at Bridge Park Avenue and Riverside Drive;
- Reduce the total square-feet of building addition and total number of restaurant seats;
- Reinforce the gateway by exposing the base building's vertical pier; and,
- Identify opportunities for public art and seating at the gateway.

Process

New development and modifications to existing development within Bridge Park are regulated by the Zoning Code and by a Development Agreement. The Zoning regulations for Bridge Park, specifically the Bridge Street District – Scioto River Neighborhood District (BSD-SRN), were adopted in 2014. Shortly followed by a Development Agreement (DA), entered into by the City and the Developer, executed by City Council in 2015.

The DA provides special allowances for the Bridge Park development including that the "Developer shall be permitted, subject to City approval, to encroach up to six (6) feet into the ROW and open spaces along 50% of any building frontage for dining patios". Requests to encroach the right-of-way that fall under "dining patios" are typically handled administratively by the Administrative Review Team (ART), at the determination of the City Engineer.

The City has determined that building additions and permanent structures fall outside the allowance for dining patios that can be approved by the ART as a Minor Project. Therefore, the Minor Project, due to the complex issues raised, was forwarded to PZC for a determination. In

all cases, right-of-way encroachments are limited to a maximum of six feet unless otherwise considered and approved by City Council. In order to engage the Commission at the formative stage of the project, the applicant has elected pursue two Informal Reviews prior to a request for approval of the Minor Project.

In this case, the review process is as follows:

- 1) ART: Minor Project specifically whether the case raises complex issues forwarding the application to the PZC.
- 2) PZC: Informal Review to provide input on the proposal.
- 3) PZC: Minor Project review and determination for tenant site and building modifications.

Case History

At the March 4, 2021 Administrative Review Team (ART) meeting, proposed tenant modifications were introduced and reviewed. In cases where complex issues are raised that warrant PZC review, the ART may forward cases to the Commission. At the time, the ART identified a number of items for the applicant's consideration detailed below:

- Projects in the BSD require a delicate balance between pedestrian circulation and streetscape activation.
- Riverside Drive frontage is an underutilized opportunity for Bridge Park tenants.
- Concern regarding constricted pedestrian circulation at the intersection of Bridge Park Avenue and Riverside Drive, acknowledging that in the future this may be one of the busiest pedestrian intersections in Dublin.
- The Gateway element, required by the Neighborhood Standards, at the intersection of Bridge Park Avenue and Riverside Drive should be maintained.
- Public art and open space, meeting the original intent, should be provided.
- Opportunity to provide more integration between the second story balcony, proposed canopy, and sign design at the intersection of Bridge Park Avenue and Riverside Drive.
- Encouraged a more organic arc to the proposed planter modifications.

At the March 11, 2021 ART meeting, the team determined that the proposal raises complex issues given the potential community-wide effects, including:

- 1) Elimination of a publically accessible pocket plaza intended to serve as a gateway element with public art meeting the Open Space and Neighborhood Standards requirements of the Code;
- 2) Encroachments into the right-of-way within a designated Shopping Corridor typically requiring a minimum 12 feet of clear pedestrian circulation area as established by the Neighborhood Standards; and
- 3) Modifications to public infrastructure (planters) within the Riverside Drive right-of-way to accommodate adequate clear pedestrian circulation area.

Zoning Code

The Bridge Park development is located within the Bridge Street District (BSD) and zoned BSD-SRN – Scioto River Neighborhood District. The applicable development standards for building modifications, site modifications, parking and signs are those in the Bridge Street District (BSD) Zoning Code (Sections §153.057 through §153.066). Zoning districts identified in Neighborhood Districts are also subject to specific Neighborhood Standards in addition to all other provisions of the Code.

Neighborhood District

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

The intent of the Scioto River Neighborhood District as outline in the BSD Code §153.063(F) is to establish a “well planned and designed neighborhood with a balanced mix of land uses... [with] a comfortable, walkable street network intended to convey a strong sense of connection between each of these diverse but complementary land uses”.

Shopping Corridor

A Shopping Corridor identified in the Code as a Placemaking Element that is intended to “accommodate a mix of outdoor activities such as patios, seating area, pocket plazas, and spacious walkways”. Shopping Corridors are required to provide minimum of 12 feet of clear sidewalk area for pedestrian circulation. A minimum of 600 feet of Shopping Corridor was required to be dedicated with the development of Bridge Park. The dedicated Shopping Corridor area was established with Block B along the Riverside Drive and Bridge Park Avenue frontages.

Gateways

Potential Gateway locations are identified within the Neighborhood Standards as a Placemaking Element. A Gateway is intended to “provide a sense of arrival to the area. Gateway designs shall be pedestrian-oriented in scale and shall include a combination of architectural elements, landscape features, and/or public open spaces”. An open space area (pocket plaza) was designated with original approval of Block B at the intersection of Riverside Drive and Bridge Park Avenue. A condition of approval agreed to at the time was that:

“That the applicant continue to work with the City and the Dublin Arts Council as they develop the final elements for the building B2 and Bridge Park Avenue pocket plaza located at the terminal vista of the pedestrian bridge.” (Case 15-052 DP-BSD/SP-BSD/CU, August 20, 2015).

The special attention paid to this Gateway location is due to it also being in a Terminal Vista location as pedestrians exit the Dublin Link Pedestrian Bridge and Riverside Crossing Park. As originally approved the termination was into an ‘open space’, which is the preferred solution in the Code. In instances where a termination is not into an open space, the Code provides guidance that it should terminate with “a tower, a bay window, courtyard with sculpture, pronounced increase in building height or other...vertical element”.

Open Space

The BSD Code requires designation of publically accessible open space with development. Open space is required to be provided at a rate of 200 square feet per residential dwelling unit and 50 square feet of commercial space. With the original development of Block B a total of 1.08-acres of open space was required to be provided. At the time, 0.33-acre of open space was provided on-site and 0.75-acre of open space was provided off-site in Riverside Crossing Park. A 514-square-foot Pocket Plaza was designated at the intersection of Riverside Drive and Bridge Park Avenue.

Street Network Map

As part of the BSD Code, the Street Network Map establishes the framework, for vehicular and pedestrian connectivity, to efficiently distribute traffic across the network. The Street Network Map establishes existing and planned streets within the BSD. The Street Network Map defines a hierarchy of street classifications including Corridor Connectors, District Connectors, Neighborhood Streets, and Alley/Service Streets.

Corridor and District Connectors, in some cases, may be designated Principal Frontage Street (PFS). As outlined in the BSD Code Section 153.061(D), "Principal Frontage Streets are designated to ensure certain street types are lined with continuous pedestrian-oriented block faces".

For this site, the Street Network Map designates Riverside Drive as Corridor Connector – Principal Frontage Street; and Bridge Park Avenue as a District Connector – Principal Frontage Street. Riverside Drive is a high-capacity thoroughfare providing regional connectivity, and Bridge Park Avenue is a medium-capacity thoroughfare providing district connectivity.

Site Characteristics

Existing Conditions

4595 Bridge Park Avenue is a vacant, approximately 6,200-square-foot tenant space located within Building B2 (Baltimore Building) of the Bridge Park development. The tenant space is located southeast of the intersection of Riverside Drive and Bridge Park Avenue adjacent to the Dublin Link pedestrian bridge and Riverside Crossing Park.

Surrounding Zoning and Land Use

North: BSD-SRN, Bridge Street District – Scioto River Neighborhood (Commercial)
East: BSD-SRN, Bridge Street District – Scioto River Neighborhood (Commercial)
South: BSD-SRN, Bridge Street District – Scioto River Neighborhood (Commercial)
West: BSD-P, Bridge Street District – Public (Riverside Crossing Park)

Road, Pedestrian, Bike, and Open Space Network

Riverside Drive and Bridge Park Avenue

The Riverside Drive realignment project was a multi-year public improvement project, which included the construction of a realigned Riverside Drive, including the roundabout at Riverside Drive and State Route 161. The project also constructed portions of on-street parking and sidewalk along Riverside Drive, including the provisions for any necessary public utilities and duct bank for private utility routing. Modifications to two of the planter areas along Riverside Drive are proposed with this application. Bridge Park Avenue is a public street that was constructed from Riverside Drive to Dale Drive with the development of Block C of the Bridge Park development.

Riverside Crossing Park and Dublin Link Pedestrian Bridge

Riverside Crossing Parking is a 35+ acre public park spanning the east and west sides of the Scioto River. The park represents a sizable public investment. The east side incorporates plaza gathering spaces, great lawn, waterfalls, river overlooks, respite areas, cycle track connections, multi-use paths, park pavilion restrooms with a large overhang that provides shaded space and a fireplace. The west side of the park that will be developed over the years to come will remain

more natural. Most of the open area is intended to be reforested providing a natural river buffer. There will also be trails installed to provide access to the Scioto River. It is expected that Riverside Crossing Park will be highly utilized by both the residents and visitors to the Bridge Park Development but, also local and regional greenway and blueway users.

The Dublin Link Pedestrian Bridge connects the east and west sides of Riverside Crossing Park with the east bridge landing terminating at the intersection of Riverside Drive and Bridge Park Avenue. The bridge also connects the western and eastern portions of the cycle track and proposed riding loops that connect to multi-modal hubs, which further links other Central Ohio communities to the Bridge Park development. With completion of Riverside Crossing Park it is anticipated that the intersection of Riverside Drive and Bridge Park Avenue will be one of the busiest pedestrian crossings in the City.

Utilities

Water service is provided to the site via existing water services. Existing storm sewer is in place to accommodate drainage that is compliance with City of Dublin Stormwater Management requirements. Sanitary sewer is provided via an eight-inch line along the south property line. Sanitary service to this building is provided via constructed sanitary laterals.

Proposal

The proposal includes façade/storefront alterations, two building additions, a covered patio, and outdoor gathering space. The tenant modifications are intended to establish a brand identity and to activate the streetscape consistent with the goals and objective of the BSD. The primary tenant entrance is proposed to be located along Bridge Park Avenue. One building addition is proposed along Bridge Park Avenue (not within the right-of-way) and one building addition is proposed along Riverside Drive (within the right-of-way), and the proposed covered patio is located along Riverside Drive (within the right-of-way). Details are provided below regarding the site and building modifications.

Details

The storefront character blends traditional details and modern aesthetics with a mix of high-quality materials, textures, furniture, finishes, and lighting. The tenant improvements along Bridge Park Avenue do not encroach the right-of-way.

Along Riverside Drive, the building addition and covered patio are proposed to encroach the right-of-way by a variable width of 4 feet-11 inches at the south to 6 feet-4 inches at the north. The applicant will need to revise the Riverside Drive right-of-way encroachment to be no more than 6 feet, unless otherwise approved by City Council. The approved DA provides for the encroachment of outdoor dining patios at the discretion of the City Engineer. As a practice, the City Engineer requires no less than 8 feet of clear pedestrian circulation area throughout the BSD. This minimum circulation distance is greater within a Shopping Corridor where the Zoning Code requires 12 feet of clear pedestrian circulation area.

In order to provide additional pedestrian circulation area, the applicant is requesting to alter the Riverside Drive streetscape, located within the right-of-way, originally constructed with the Riverside Drive realignment project. Specifically, reducing the width of two existing planters along the frontage of the tenant space. The first planter south of the intersection of Riverside Drive and Bridge Park Avenue is proposed to be reduced by a consistent width of 2 feet-4

inches. The second planter south of the intersection of Riverside Drive and Bridge Park Avenue is proposed to be reduced by a variable 0-inches at the south to 1-foot-10 inches at the north. The applicant should work with Staff to develop a continuous arc design should the planters be modified.

With the proposed planter modifications, the applicant is able to provide a variable clear pedestrian circulation width of 9 feet-2 inches at the south to 8 feet-1½ inches at the north. While the 8 feet of clear area is able to be provided, approval of a Waiver to the Shopping Corridor requirement of 12 feet would be required by the Planning and Zoning Commission. The Commission is asked to consider if the Riverside Drive streetscape should be modified, if the proposed encroachment into the public right-of-way is appropriate, and if a Waiver to the Shopping Corridor requirements would be supported.

At the intersection of Riverside Drive and Bridge Park Avenue, a publically accessible open space area identified as a pocket plaza that was conditioned to incorporate public art will remain. The open space is located at the terminal vista of the Dublin Link Pedestrian Bridge as well as at a Gateway location required as part of the Neighborhood Standards. The existing, building pier will be partially exposed at the ground level, both to reveal the vertical articulation and as an art installation.

The applicant has provided detailed drawings regarding the proposed character of the tenant space including entry design, building addition character, and covered patio finishes. The design emphasizes romantic themes while incorporating modern materials. The façade of the entire tenant space is proposed to be finished in a tile veneer in a sage color.

The entrance incorporates a display window in a decorative dark-stained wood surround adjacent to a matching full-lite wood door and prefinished aluminum revolving door. The entrance is accented by a canopy with canvas valence and marquee bulbs. Planter pots and a bench are also provided.

A canopy is proposed to be constructed for the main entry along Bridge Park Avenue. The building addition along Bridge Park Avenue is highlighted by brown wood panel and trim details while the building addition along Riverside Drive is clad in decorative sage color tile with a canopy supported by decorative steel columns with a cast stone plinth. The canopies are finished in fiber cement panel with fascia trim painted dark brown. The applicant has revised the design to incorporate the second-story balcony by cladding it with a brown fascia to match the tenant space.

The covered patio is enclosed with a prefinished curved baluster railing in a dark brown with planter boxes. The patio is proposed to be covered with a closed end awning, which is a multi-color striped canvas finished with valence ends. Operable windows are proposed along the building façade adjacent to the patio. Four types of lighting are proposed to be incorporated: marquee bulbs, coach lights, ceiling fans and pendant lights. The proposed patio furniture selections are black metal table bases with Cambria table tops and brown woven aluminum chairs with a bamboo look.

3. Discussion Questions

1) Does the Commission support encroachments into the Riverside Drive right-of-way for a building addition and a covered patio and associated modifications to the Riverside Drive planters?

The applicant has indicated that the building addition and covered patio are necessary to accommodate the restaurant in this location. The total area of the building addition has been reduced to minimum size sufficient for the tenants operations. A total of 17 seats in the restaurant are eliminated in this iteration to minimize the impact to the right-of-way and pocket plaza.

In order to provide the minimum 8-foot width of the clear pedestrian circulation area as determined by the City Engineer, the applicant is requesting to modify the Riverside Drive streetscape, which was originally constructed with the Riverside Drive realignment project. Requests to modify public infrastructure and to encroach the public right-of-way are not taken lightly. The Commission should consider whether they are supportive of the modification in this highly visible and active location with the BSD.

2) Does the Commission support a Waiver to the Shopping Corridor requirement that a minimum of 12 feet of clear pedestrian area be provided?

Building B2 is sited adjacent to the right-of-way. Today, the Shopping Corridor sidewalk width requirement of a minimum of 12 feet is met with just over 12 feet being provided. A Waiver to this Neighborhood Standards requirement intended to allow ample area for gathering and interaction along the street would need to be granted by the Commission.

3) Is the Commission supportive of the conceptual open space details and architectural character?

The proposal provides detailed designs for the tenant improvements. The applicant has revised the design to emphasize the verticality of the base building by partially exposing the pier. The revised proposal also retains the pocket plaza for informal gathering as previously identified by the Commission. The Commission is asked to provide input on the variety of elements proposed including the open space character, entrance design, building addition, and covered patio.

4. Recommendation

Planning recommends the Commission provide information review and feedback on the proposed application.

- 1) Does the Commission support encroachments into the Riverside Drive right-of-way for a building addition and a covered patio and associated modifications to the Riverside Drive planters?
- 2) Does the Commission support a Waiver to the Shopping Corridor requirement that a minimum of 12 feet of clear pedestrian area be provided?
- 3) Is the Commission supportive of the conceptual open space details and architectural character?
- 4) Other considerations by the Commission.