

21-094INF – 5055 UPPER METRO – MIXED-USE

Summary

Feedback on development of a four-story, mixed-use building consisting of 174 residential units, 13,500-square-foot of commercial space, and associated site improvements. The 1.84-acre site is zoned Bridge Street District, Commercial and is located southwest of the intersection of Upper Metro Place with Frantz Road.

Zoning

BSD-C, Bridge Street District - Commercial

Property Owner

Shihasi Metro Place, LLP

Applicant/Representative

Dwight McCabe, McCabe Companies

Applicable Land Use Regulations

Zoning Code Section 153.066

Case Manager

Tammy Noble, Senior Planner

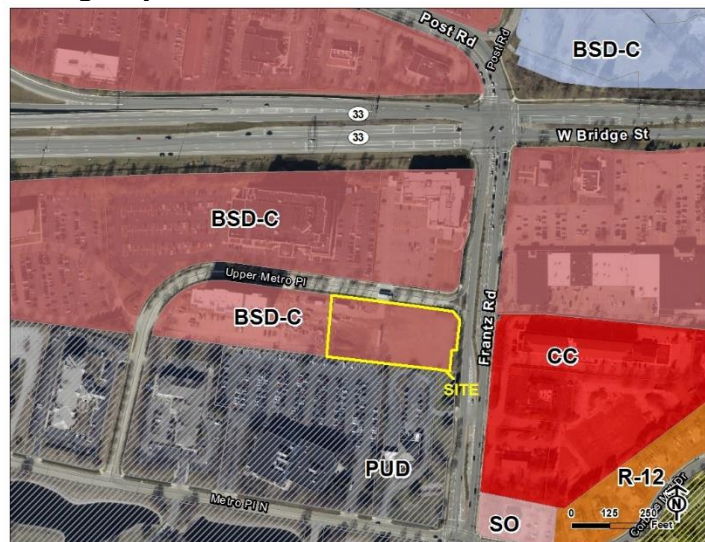
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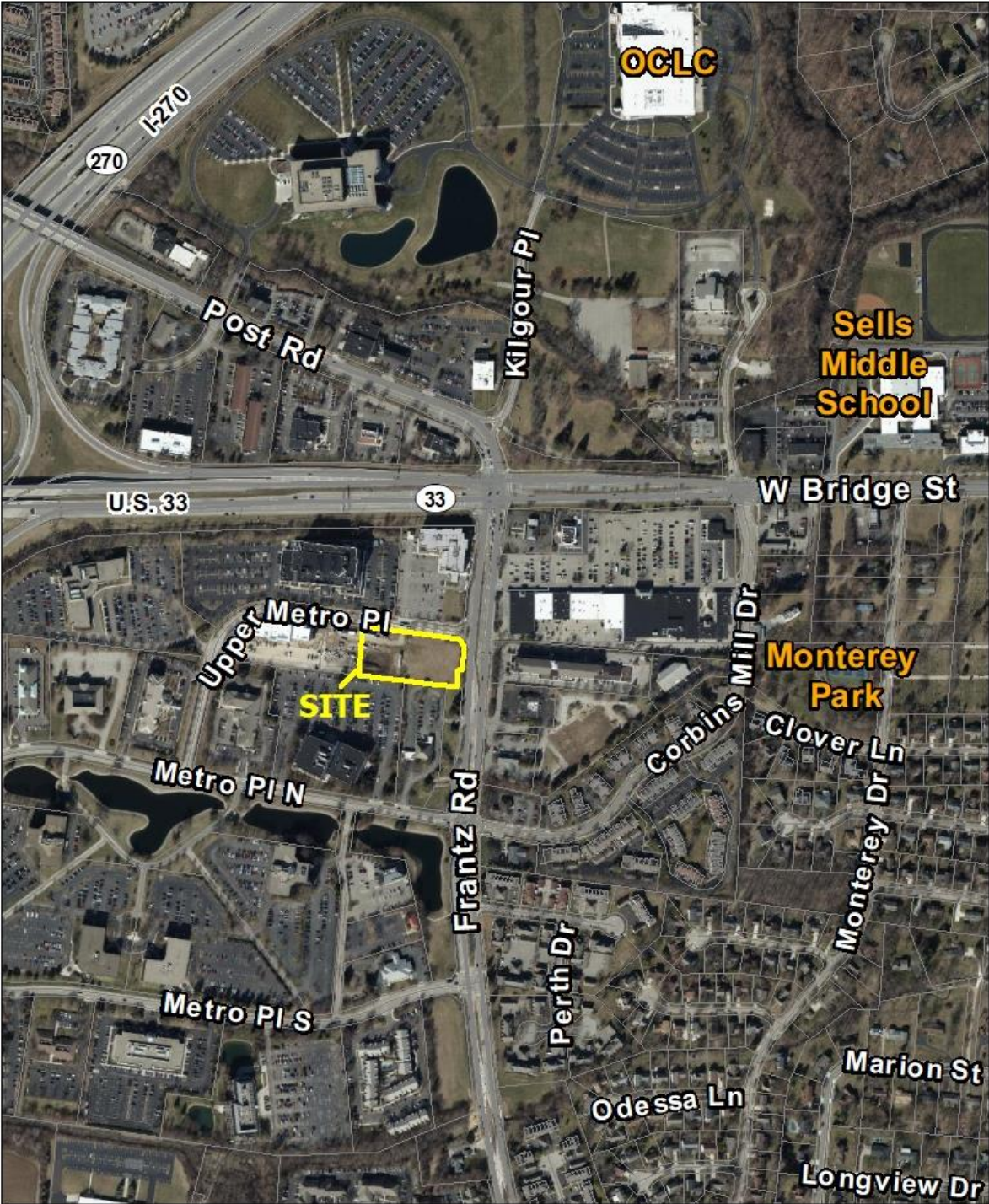
Next Steps

Following informal review and non-binding feedback, the applicant may submit an application for formal consideration by the Planning and Zoning Commission (PZC).

Zoning Map



1. Context Map



21-094INF
Informal Review
Dwight McCabe - McCabe Companies
5055 Upper Metro Place

0 230 460
Feet

2. Overview

Background

The 1.84-acre site is located southwest of the intersection of Upper Metro Place and Frantz Road, and is zoned BSD-C: Bridge Street District – Commercial. This district applies generally to existing retail centers and other low-rise commercial uses, including single use freestanding retail buildings, as listed in Table 153.059-A of the BSD Code.

Site Characteristics

Natural Features

The site does not have any significant change of grade throughout. There are existing trees surrounding the perimeter of the site.

Surrounding Zoning and Land Use

North: BSD-C: Bridge Street District – Commercial

East: CC: Community Commercial District

South: PUD: Planned Unit Development – Waterford Village

West: BSD-C: Bridge Street District – Commercial

Road, Pedestrian and Bike Network

The site is located south of Upper Metro Place and west of Frantz Road. The site has frontage on Upper Metro Place to the north. There are pedestrian facilities on both Upper Metro Place and Frantz Road.

Utilities

The site utilities will be connected to existing services through the City of Dublin. A ten-inch sanitary sewer line is located to the north of the property. Water is also available and the applicant will work with the City's Engineering division for connection to water services. Engineering has also noted that a storm sewer line is located to the center portion of the site and will be required to be relocated to develop the site. The applicant has been working with staff to determine the location of the line and any other subsequent information needed by Engineering prior to the submission of a formal application.

Process

Upon review of the informal application, the applicant will be required to submit a Concept Plan. The Code was recently modified to address the development process for the Bridge Street District. The revisions eliminated the requirement of a review and recommendation from the ART and modified the nomenclature for the three step approval process to more closely align with the Planned Unit Development process. The first step is a Concept Plan which is formally the Basic Plan. The second step is a Preliminary Development Plan which was formally a Basic Plan and the third step is a Final Development Plan which was formally the Development Plan.

Community Plan

Special Area Plan-Dublin Corporate Area Plan

The site is currently zoned BSD-Commercial, and is proposed to be developed under the existing zoning classification. The site is however, located within the boundaries of the Dublin Corporate Area Plan which is a Special Area Plan that was approved by City Council 2018. The

Dublin Corporate Area Plan (DCAP) builds upon a previous study of Dublin's legacy office parks and attempts to improve this area for businesses, employees and residents. This plan primarily focuses on providing a mixed-use, walkable environment to an area that has been almost exclusively focused on singular land uses including office uses and specifically for this site, hospitality uses. The plan recognizes mixed-use development provides the amenities that workers, residents and visitor are attracted to and will be vital to the future success of the area. The Plan also strongly encourages more integrated housing options as part of this mixed-use environment, which this proposal supports.

The recommendations of DCAP have influenced the discussion with the applicant in two primary ways. The most important influence is that it highlights the importance of a mixed-use environment as discussed above and attempts to provide amenities that are lacking in the area. The area surrounding the applicant's site is predominately, if not exclusively related to hospitality uses. Hospitality uses are vital to support visitors to the City of Dublin but without amenities, fails to meet the overall needs of commuting population. Furthermore, the plan recognizes that Frantz Road is a vital north/south corridor for the City and serves as an essential link between Bridge Street and the southern portion of the City. Due to the importance of the roadway, the Plan provides a specific chapter dedicated to improvements to Frantz Road including improving landscaping treatments, creating more pedestrian connectivity, reviewing sign regulations to ensure they meet the needs of the business community, and streetscape improvements. Planning has encouraged the applicant to utilize these recommendations when designing their site not only to create more than a singular use for the site, specifically residential, but also provide amenities that will appeal the surrounding uses public as a whole. These recommendations have been taken into consideration to create a four-story building, the first floor of which provides commercial and offices uses that will support the surrounding area. This will be discussed in greater detail in the "Proposal" section of the report.

The second recommendation of DCAP that is pertinent to the proposal is maximum building heights along Frantz Road. The height maximum for properties along Frantz Road is limited to two-story maximum heights. Planning has had internal meetings with the Economic Development division to discuss whether this restriction is too limited and will continue to discuss as the Zoning Code Amendment for the Dublin Corporation Area Plan moves forward.

BSD Code

The site is zoned BSD-Commercial District which typically applies to retail centers and other low-rise commercial uses, including single-use freestanding retail buildings with used permitted in 153.059-A. The district permits larger vertical buildings including the Mixed-Use Building Type which is the building type proposed in this proposal.

Street Network Map and Street Types

The Code provides a hierarchy of requirements for establishing a gridded street network and includes three families of streets: Corridor Connectors, District Connectors, and Neighborhood Streets. Corridor and District Connectors are often designated as Principal Frontage Streets, which are designed to ensure a continuous, pedestrian-oriented block. Frantz Road is a Corridor Connector Street and a principal frontage street. This is a high capacity thoroughfare with significant traffic and will not allow vehicular access as a principal frontage street.

Upper Metro Place is an existing street designated as a Neighborhood Street. The design section of this street does not meet a Bridge Street District street type and existing alignments may be subject to improvement to bring them into compliance. The applicant will continue to work with Engineering should this proceed to a formal application.

Lots and Blocks

The Lots and Blocks provide standards for minimum and maximum block sizes, which in turn establish lot size. The BSD-Commercial District permitted block length is 500 feet and maximum block perimeter is 1,750. Exceptions to this are permitted if there are existing barriers prevent the extension of the street network. In this case, the existing block length is 1,048 feet, and the existing block perimeter is 3,316 feet – both of which exceed the lengths permitted. However, Staff has determined that the site is on the boundaries of the Bridge Street District, and subdividing the block with a new street may not be possible.

Mid-Block Pedestrianway

Mid-block pedestrianways are required on all blocks exceeding 400 feet in length. A mid-block building pedestrianway may serve to fulfill this requirement provided it meets all of the design standards. The proposed building is over 550 in length and a pass through is proposed, although it is not located in the middle third of the building as required. This will be continue to be discussed should the project progress to avoid repetition and undifferentiated façade from the streetview.

Building Types/Heights

The BSD-Commercial District permits five building types including the Mixed Use Building, Commercial Center, Large Format Commercial Building, Civic Building, and Parking Structure. The Mixed Use Building type and the Large Format Commercial Building are permitted to be larger vertical building with up to five stories in height. The applicant is proposing a Mixed Used Building type consisting of four stories which is permitted for this building type.

Building and Site Requirements

The Mixed-Use Building type requires a Required Build Zone (RBZ) of 0 to 10 feet along both Frantz Road and Upper Metro Place. Scalable drawings have not been provided but it appears the building is site outside the maximum RBZ. The Mixed-Use Building type is also required to occupy 95% of the length of the Required Build Zone. The applicant will be required to continue to work with Staff to ensure that the project meets these requirements to the greatest extent practicable with a future, formal submittal.

The proposal is required to meet all setback requirements of the BSD and as more information is provided, these requirements will be met prior to the submission of a formal application. It also will be required to meet 85% lot coverage which the proposed plan appears to meet.

Open Space Requirements/Types

The Bridge Street District requires open space based on either residential or commercial uses. The site includes commercial uses on the first floor and residential uses in the remaining three floors. The residential calculation is based on a formula consisting of 200 square feet for each unit. The proposal preliminarily includes 174 units, which requires a total of 34,800 square feet of open space. The proposal states that 35,109 square feet of open space is provided. The plan appears to meet the requirements for the residential uses. For commercial uses, a minimum of

one square foot of publicly open space is required for every 50 square feet of commercial space. Allocation of this open space does not appear to be provided.

In the Bridge Street District, open spaces must meet an Open Space Type including pocket plaza, pocket parks, green, square, plaza, park and greenway. The applicant has proposed open space without assigning an "open space type" to the area. More importantly, the location of the open space behind the building and adjacent to a private amenity (in ground pool), leads to the impression that this is private open space. Open space is lacking in this area and if reconfigured, would provide a vital amenity to the area.

Proposal

This is a request for an informal review providing non-binding feedback for a future development application. The request is for construction of an 111,318-square-foot building consisting of four-stories and a mix of uses.

Uses

The building will be a Mixed-Use building type containing 174 residential units and 13,500-square-feet of commercial space. This building type is a permitted building type in the BSD Commercial District. The commercial activity will be on the first floor of the building and consist of a pub/restaurant user located in the northeast corner of the building, which will be open to the public. It is also proposed to include an outdoor dining area. The internal space along Frantz Road will be a fitness facility for both the general public, as well as the residential occupants of the building. The remaining space will be utilized for conference space to complement the needs of the surrounding hotel uses. All of these uses are meant to create more activity along Frantz Road, provide amenities that are not currently available in the area and provide vitality to the area.

Site Layout

The general configuration of the building is an L-shaped building that is oriented along Frantz Road and Upper Metro Place. This creates a large massing along Upper Metro Place. Staff recommends that the Commission discuss whether or not they could be supportive of the proposed building and site layout. The applicant is proposing the open space be provided south of the building. The open space is proposed to consist of open space for both private and public use with an in-ground pool that will be limited to the residents of the building.

Building Types

Each building type provides unique development standards including the Mixed-Use Building Type. Planning Staff requested a preliminary review by a consultant to review the proposed site layout in relation to the requirements of the BSD Code. Many of the requirements appear to be able to be met with minor revisions to the layout. This includes requirements to the mid-block pedestrian way, and the RBZ. Other requirements need further detail to determine whether they meet the standards of the Code include building façade divisions and transparency requirements.

Parking

Parking is proposed to be provided in a variety of ways including an underground parking garage that will accommodate 136 spaces, surface parking to the south of the building which

will provide 69 spaces, and 17 on-street parking spaces. According to the applicant, on-street parking is essential in assuring parking close to the proposed entry to the commercial uses. Engineering has expressed concern over the proposed of on-street parking based on the existence of underground utilities, the potential for removing mature street trees, and that the parking will be out of character with the existing street. It also may be a potential safety issue based on its location in close proximity to a curve in the road. The applicant has proposed additional parking area on site, if the Commission does not support the on-street parking. However, the applicant prefers to have the on-street parking to ensure the success of the commercial uses and states that they will continue to work with Engineering to resolve their issues. This will be an item for discussion with the Planning and Zoning Commission.

Open Space

The proposal provides approximately 35,000-square-feet of open space, which largely accounts for the residential uses of the building, but does not account for the requirement for the commercial uses. The open space is proposed to be located south of the building. Due to the location of the open space it is unclear whether it will appear as private space to the general public and therefore not function as public open space. This will also be a discussion topic for the Planning and Zoning Commission. Portions of the proposed open space also does not meet the ratio requirements for the open space. This is primarily the case in the area between the proposed building and Upper Metro Place. It also requires discussion about the open space to the rear of the building and whether or not this will be viable open space based on its location and proximity to private space utilized for an outdoor pool. This analysis will lead to several discussion topics.

3. Recommendation

- 1) Does the Planning and Zoning Commission generally support the proposed site layout?
- 2) The open space provide in the proposal does not meet the open space requirement for both residential and commercial uses. Would the Commission support a waiver from this requirement?
- 3) Is the Commission supportive of the open space design, location and layout?
- 4) Is the Commission supportive of the conceptual mass, scale and height of the building?
- 5) Does the Commission support on-street parking?
- 6) Any other considerations.